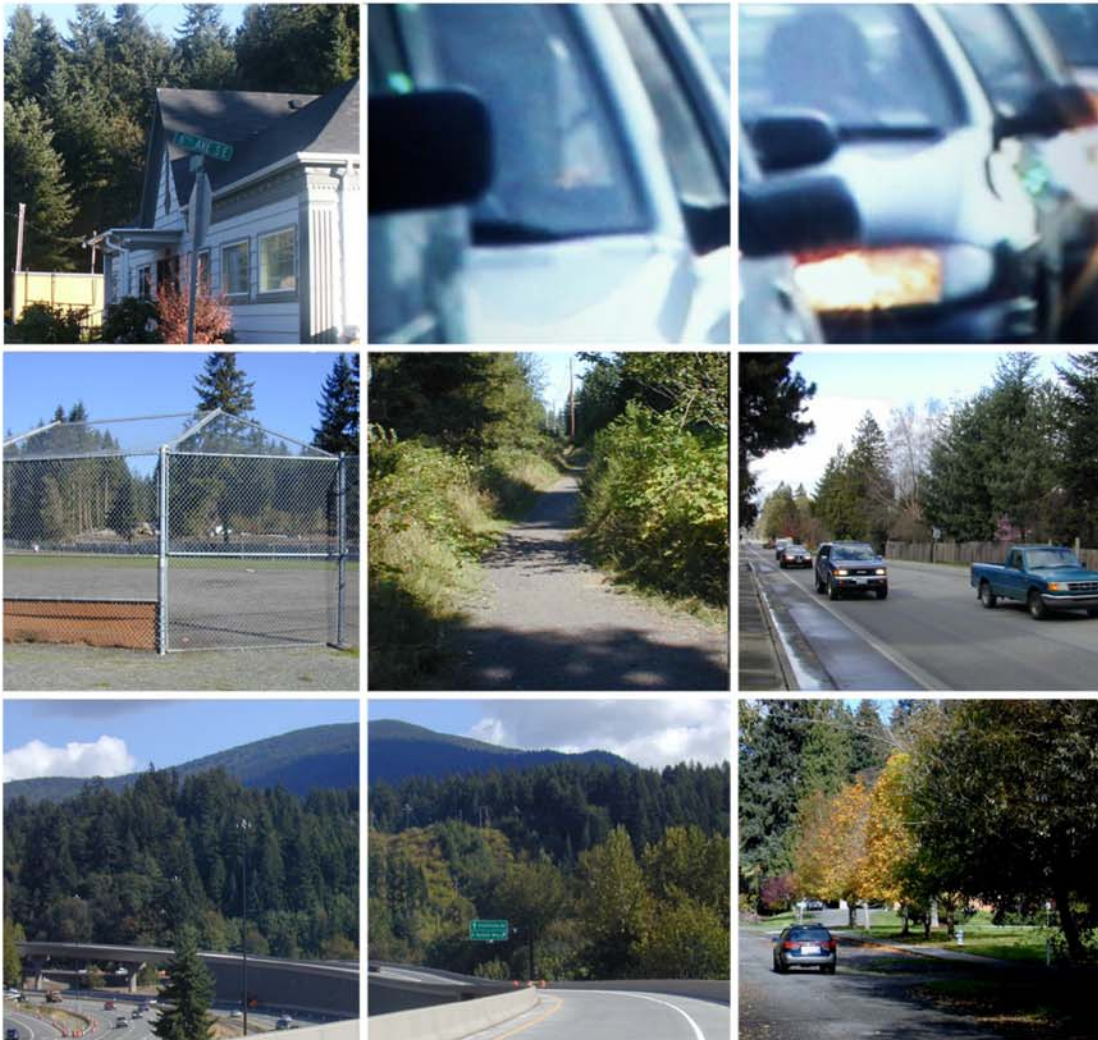


# SOUTHEAST ISSAQUAH BYPASS

Draft Supplemental Environmental Impact Statement  
and Section 4(f) Evaluation

June 2004

## Revised Cultural Resources Technical Report



Washington State  
Department of Transportation



U.S. Department of Transportation  
Federal Highway Administration

CITY OF  
ISSAQUAH



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# **Southeast Issaquah Bypass**

## **Revised Final Cultural Resources Technical Report**

**Chinook Salmon, Coho Salmon,  
Bull Trout, Bald Eagle**

Prepared for:  
City of Issaquah  
Parsons Brinckerhoff



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**January 10, 2003**

NWAA Report No.: NWAA-03-06

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## 1.0 SUMMARY

Northwest Archaeological Associates, Inc. conducted cultural resources investigations for the Southeast Issaquah Bypass project that included identification of sites, evaluation of these sites based on federal criteria, and an assessment of the effect the project will have on each historic property. Identification of cultural resources requires several approaches including archival research, beginning with a check of the Washington state site inventory, to determine if sites are already recorded in the defined project area or its vicinity and to help determine the potential for discovery of new sites. Other data or sources of information include ethnographic and historical accounts, previous cultural resources investigations, maps, aerial photographs, property records, environmental information and a pedestrian field survey.

Eleven historical sites were identified within the project area: the Issaquah Sportsmen's Clubhouse, the White Swan Inn (17-51), a segment of the Seattle, Lake Shore and Eastern Railroad (45-KI-451), the Donlan Homestead (17-66), and seven houses (SEB 02-01 to SEB 02-07). The Issaquah Sportsmen's Clubhouse is a King County Landmark and is listed on Washington State Heritage Register and in the National Register of Historic Places (NRHP), the White Swan Inn was determined eligible for the National Register, and the Campbell House (SEB 02-04), is recommended eligible. The remaining eight sites and buildings do not meet the criteria for listing in the NRHP. The six build alternatives would not adversely affect the White Swan Inn or the Campbell House. In addition, Alternatives 1, 2, 5, and 6 would not adversely affect the Issaquah Sportsmen's Clubhouse. Alternatives 3 and 4, however, would adversely affect the clubhouse. The No Action Alternative 7 would have no effect on cultural resources. Impacts of the project on historic properties and proposed mitigation measures are summarized in Table 1 below.

**Table 1. Summary of Environmental Impacts and Mitigation Measures.**

ALTERNATIVE	IMPACTS	SECONDARY & CUMULATIVE IMPACTS	CONSTRUCTION ACTIVITY IMPACTS	MITIGATION MEASURES
Alternative 1: North A and South A	No adverse effect	None	Vibrations will affect White Swan and the Sportsmen's Clubhouse, but not adversely.	None
Alternative 2: North A and South C	No adverse effect	None	Same as Alternative 1.	None
Alternative 3: North B and South A	Adverse effect: alters setting, feeling and association of Sportsmen's Clubhouse	None	Same as Alternative 1.	Berms, landscaping, and focused lighting will minimize visual and noise. Mitigation: Improve access, move clubhouse, provide parking, develop historic preservation programs.
Alternative 4: North B and South C	Adverse effect: alters setting, feeling and association of Sportsmen's Clubhouse	None	Same as Alternative 1	Same as Alternative 3

**Table 1. Summary of Environmental Impacts and Mitigation Measures.**

ALTERNATIVE	IMPACTS	SECONDARY & CUMULATIVE IMPACTS	CONSTRUCTION ACTIVITY IMPACTS	MITIGATION MEASURES
Alternative 5: North C and South A	No adverse effect	None	Same as Alternative 1	None
Alternative 6: North C and South C	No adverse effect	None	Same as Alternative 1	None
Alternative 7: No Action	No effect	None	None	None

## **2.0 INTRODUCTION**

This technical report presents an analysis of existing cultural resource conditions and potential impacts associated with implementation of proposed alternatives for the Southeast Issaquah Bypass project. The results of the analysis in this technical report will be incorporated into a project-specific Environmental Impact Statement (EIS) that meets the requirements of the National Environmental Policy Act (NEPA) (U.S.C. 4332(2)(c)) with respect to possible actions by the Federal Highway Administration and possible actions by the U.S. Army Corps of Engineers. The EIS will also meet the requirements of the Washington State Environmental Policy Act (SEPA) (RCW 43.21C) with respect to possible actions by the Washington State Department of Transportation (WSDOT).

### **2.1 Project Location**

The Southeast Issaquah Bypass project is on the east side of the City of Issaquah, at the base of Tiger Mountain, in Sections 27 and 34, Township 24 North, Range 6 East, King County. The study corridor extends between I-90, at East Sunset Way on the north, and the Issaquah-Hobart Road or Front Street South on the south. The area of potential effect includes all six build alternatives within this corridor (Figure 1).

### **2.2 Background**

For over ten years WSDOT, King County and the City of Issaquah have been exploring ways to provide additional access to Interstate 90 (I-90) in the Issaquah area and to create an alternate route for north-south traffic through the congested Front Street corridor. The first such study was the *I-90 Issaquah Area Access Study* completed in 1989. That study identified the Southeast Issaquah Bypass road, the Sammamish Plateau Access Road and the I-90 Sunset Interchange modifications as important improvements to reduce congestion and improve mobility in the Issaquah subarea. The City of Issaquah and King County have included the Southeast Issaquah Bypass corridor in their Comprehensive Plans for ten years. Additional studies investigated several alternative north-south corridors extending as far east as State Route 18. The proposed Southeast Issaquah Bypass project is the culmination of these earlier studies and represents the optimum corridor within which to alleviate current and future congestion.

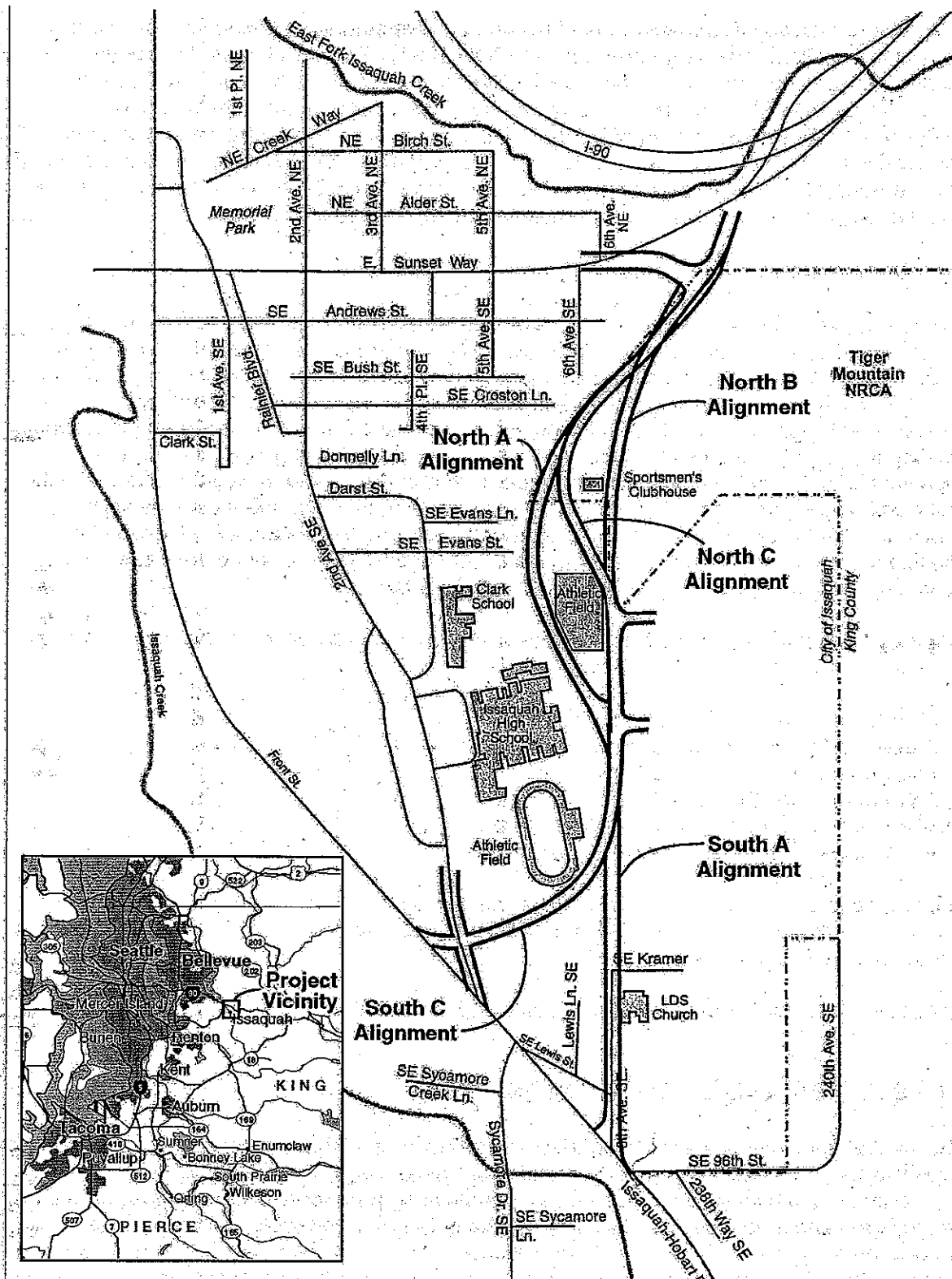


Figure 1. Southeast Issaquah Bypass project alternatives (base map provided by Parsons Brinckerhoff Quade & Douglas, Inc.)

A number of roadway alignments within the corridor were studied in the *Southeast Issaquah Bypass Road Alternatives Alignment Study* (PBQD 1997). Two northern and five southern alignments were studied in that report. In the Spring of 1997, the Issaquah City Council selected the two northern alignments and two of the five southern alignments for further analysis in the Draft EIS, published in 2000. A third alignment was added in the north and analyzed in the Draft EIS. After the Draft EIS was issued, the South B alignment was dropped and the South C alignment was added for evaluation in the SEIS. These alignments meet at a common point, allowing for the six build alternatives addressed in this study.

## **2.3 Description of Alternatives**

This report evaluates the six build alternatives and a no action alternative. As shown in Figure 1, the proposed bypass alternatives include three alignment options in the northern part of the project (North A, B, and C), and two alignment options in the south part of the project (South A and C). The three north alignments extend south from the Sunset Way Interchange to Issaquah High School. The North A alignment is routed between the Issaquah High School building and its adjacent athletic field along an abandoned railroad grade. The North B alignment is routed between the school athletic field and the Issaquah Sportsmen's Club rifle and pistol range, passing east of the Clubhouse. The South A alignment extends south from Issaquah High School and is routed adjacent to the existing 6<sup>th</sup> Avenue SE. The South C alignment extends southwest, south of the high school athletic field, along the route of an abandoned railroad grade to 2<sup>nd</sup> Avenue SE and Front Street.

The six proposed build alternatives are based on various combinations of the north and south optional alignments, as follows (Appendix A):

- Alternative 1: North A and South A alignments
- Alternative 2: North A and South C alignments
- Alternative 3: North B and South A alignments
- Alternative 4: North B and South C alignments
- Alternative 5: North C and South A alignments
- Alternative 6: North C and South C alignments

The proposed bypass would consist of two travel lanes in each direction and a bike lane, curb, gutter, and sidewalk on each side. In addition, five or six stormwater detention pond locations are associated with each alternative.

Under the No Action Alternative 7, the Southeast Issaquah Bypass would not be constructed.

## **3.0 STUDIES AND COORDINATION**

The cultural resource assessment consists of a review of previous archaeological and historical investigations in the vicinity and background information on environments, prehistory, ethnography, and history, emphasizing aspects affecting probability of site occurrence in the project area, and a field survey. Determining the potential for prehistoric sites requires an understanding of past environmental and cultural settings. Changing environmental conditions over the past 12,000 years have affected the kinds and availability of resources as well as the suitability of particular landforms for occupation. Environmental changes also have consequences for the archaeological record in terms of site visibility and preservation.

Information about more recent land use comes from ethnographic and historical records for the project vicinity.

Sources consulted included records at the Washington Office of Archaeology and Historic Preservation (OAHP), the Northwest Collection and other sources at the University of Washington libraries, the Issaquah Historical Society, King County Historic Preservation Program, Bureau of Land Management (BLM), Washington State Archives Puget Sound Branch, and the Washington Department of Transportation (WSDOT). Site forms, the National Register of Historic Places, the State Historic Property Register, the King County Historic Sites survey, historic maps, including General Land Office (GLO) survey plats, King County property records, and WSDOT aerial photographs were examined. Several individuals with personal knowledge of historical resources in and around the project area also provided information. The Snoqualmie, Tulalip, and Muckleshoot tribes were contacted in January 1997 and October 1999 regarding sites or other areas of concern in the project area (see Appendix A). No written responses were received, although Margaret Nelson of NWAA did discuss the general area with Ray Mullen of the Snoqualmie Tribe (Appendix B).

## **4.0 METHODOLOGY**

### **4.1 Expectations**

Expectations for the occurrence and discovery of cultural resources were developed based on the known prehistory of the area, locations and types of sites previously recorded in the vicinity, history of the landscape and land use, slope, and availability of water and other resources. The northern part of the project, along the slope of Tiger Mountain was considered an area of low probability. However, at the toe of the mountain, along the margins of the valley where wetlands occur, the probability of prehistoric sites occurring increased.

Among the kinds of prehistoric sites considered likely to be found were more recent camp sites, hunting or plant gathering locations, and temporary sites associated with travel or with fishing on Issaquah Creek. The preserved traces of such sites are difficult to discover because of their unobtrusive physical expression, the heavy vegetation cover, and severe disturbance due to logging, road and railroad building, settlement, and more recent development.

Based on historic King County property records, maps, previous cultural resources studies and the literature review, sites related to settlement, agriculture, mining, logging/milling, railroad construction, operation and maintenance, and transportation were expected in the project area.

### **4.2 Fieldwork**

Field study began with a survey of the 1998 Southeast Issaquah Bypass build alternatives and continued, from time to time, until December 2002 as the alternatives were refined (Hudson and Nelson 1998b). The results of the earlier work are incorporated into this report. On March 13 and April 11, 1998, two archaeologists walked parallel transects spaced 15 to 30 meters (50 to 100 feet) apart with variation caused by visibility, terrain, and ability to penetrate blackberry thickets, along the routes of the North A and B and South A and B alignments. The South B alignment was dropped from the project and the North and South C alignments added. Although the new areas were traversed during the initial survey because they provided access to the A and B alignments, they were reexamined more closely during subsequent surveys.

One archaeologist walked the area between North A and B, which includes the North C alignment, as well as the old railroad grade which South C follows. In addition, a historian examined buildings affected by each alignment, particularly South A and C. Most of the latter work occurred within the last year. Archaeological sites and buildings were recorded on the appropriate OAHF inventory forms and were mapped and photographed. No artifacts were collected.

## 5.0 AFFECTED ENVIRONMENT

### 5.1 Geology

Bedrock underlying the project area is composed of Tertiary marine and coastal sandstone, conglomerate, and siltstone of the Blakely Formation (as defined by Weaver 1912; cited in Walsh 1983), and non-marine sandstone, claystone and interbedded coal of the Renton Formation, which stretches in a 29 kilometer (18 miles) arc between Newcastle and Grand Ridge. Tectonic activity on faults in the area, including the Seattle Fault which crosses beneath Lake Sammamish, has uplifted, tilted, and in some places exposed coal deposits of the Renton Formation (Booth and Minard 1982; Bucknam *et al.* 1992). The bedrock has been folded into the northwest-southeast trending Sammamish syncline, and the Sammamish lake basin deepened by Pleistocene advances of the Puget Lobe of the Cordilleran ice sheet.

The modern topography of the project vicinity is largely the result of erosional and depositional events of the late Pleistocene and Holocene. The last major advance of the Pleistocene, the Vashon stage of the Fraser glaciation, reached its maximal extent by ca. 16,950 calendar years ago (cal yr. ago). At that time, the entire east Puget Lowland was covered by ice, 1,020 meters (3,346 feet) thick in Seattle and 840 meters (2,756 feet) thick on Rattlesnake Mountain near North Bend (Thorson 1980). Glacial retreat began soon after and the central Puget Lowland was free of ice by ca. 16,000 cal yr. ago (Porter and Swanson 1998). Recessional till and outwash were deposited by the retreating ice, blanketing the bedrock up to ca. 60 meters (197 feet) deep (Booth and Minard 1982; Hall and Othberg 1974), and forming a broad lowland plain between the Cascades and Puget Sound. Numerous outwash channels were carved as glacial lakes Snoqualmie and Sammamish drained west and southwest to Puget Sound (Curran 1965). The East Fork Issaquah Creek channel was an outlet of Glacial Lake Snoqualmie during an early Vashon stage of lake drainage.

The depositional environment of the valley bottom and on the slopes has remained active throughout the Holocene, with deposition and erosion confined mainly to areas around creeks and steeper slopes. The south slope of the Plateau and Grand Ridge have been subject to erosion, landslides triggered by tectonic activity, and colluvial deposition (Booth and Minard 1992).

### 5.2 Vegetation

Native vegetation of the project area consists of forests of the *Tsuga heterophylla* (Western Hemlock) Zone, which are characterized by western hemlock, western red cedar, and Douglas fir, with a dense shrub and herbaceous understory including sword fern, salal, Oregon grape, ocean spray, trailing blackberry, red huckleberry, and red elderberry (Franklin and Dyrness 1973). Along stream courses and on floodplains, red alder, black cottonwood, bigleaf and vine maple, and other riparian taxa predominate. Lower river and creek valleys typically contained

extensive wetlands, supporting taxa such as cattail, reeds, and wapato. In the early historic period, numerous prairies were present in the Puget Lowland, both on dry outwash soils and in moister soils which favor wet meadow vegetation. Camas was abundant in moist meadows formed in former outwash and river channels (Bagley 1929:262; Lewarch 1979:12). Ethnohistoric records from various parts of Puget Sound indicate that American Indians often maintained prairies by burning to enhance the productivity of certain plant foods and forage (Norton 1979). There were several prairies in the Issaquah-Snoqualmie Valley area in the 19<sup>th</sup> century, including Issaquah, Rattlesnake, and Sallal, that were reportedly burned over periodically (Fish 1990). The prairies have been reduced significantly by cessation of deliberate burning since Euroamerican settlement and by modern development.

Regional and local vegetation has changed substantially since the end of the Pleistocene. Pollen cores indicate that pioneer and early successional species, including lodgepole pine, bracken fern, and alder, colonized the newly deglaciated landscape, followed by Douglas fir. Continued warming and/or drying conditions in the Puget Lowland between c. 10,500 and 7,000 B.P. were marked by the expansion of grasses, oak, and hazel, and the persistence of Douglas fir (Barnosky 1981; Hansen 1938). Cedar and hemlock began to increase after 7,000 B.P., becoming dominant by about 5,000 years ago, and marking the establishment of the modern climate regime characterized by cool, moist conditions and closed climax forests (Leopold *et al.* 1982; Tsukada *et al.* 1981; Whitlock 1992).

### 5.3 Fauna

Prior to extensive historic period settlement, the Puget Lowland and Cascade foothills were populated by numerous large and small mammals, fish and birds. Beaver, muskrat, river otter, skunk, coyote, red fox, and weasel were common in riparian woodlands, ponds, and swamps. Deer, elk, and black bear were found in the uplands as well as the valleys, along with birds such as quail and grouse (Larrison 1967). Lake Sammamish, smaller lakes, and river valleys were also populated by migratory and resident waterfowl, including ducks, geese, and swans. Freshwater fish such as suckers, Dolly Varden, and trout occupied rivers, lakes, and streams. Salmon spawned in the Snoqualmie River upriver to Snoqualmie Falls, in Issaquah and Tibbetts creeks, and in Lake Sammamish (Turner 1976).

### 5.4 Prehistory

Several archaeological sites in the central Puget Lowland have been excavated and analyzed over the past two decades in conjunction with cultural resource management studies (e.g., Campbell 1981; Chatters 1981; Chatters *et al.* 1990; Larson and Lewarch 1995; Lewarch *et al.* 1996; Samuels 1993). Sites from the early to middle Holocene have been found, but most date to within the past 2,000 years. Based on information from these studies and others in the Puget Lowlands, a general cultural chronology has been developed, although aspects of the prehistoric record of this area remain poorly understood.

The oldest known evidence of human occupation consists of a small number of fluted projectile points characteristic of the period between 12,000-11,000 B.P., and Olcott sites, which are generally thought to date between 5,000 and 8,000 B.P., or possibly as far back as 12,000 B.P. (Carlson 1990; Kidd 1964; Meltzer and Dunnell 1987). Olcott sites have been found mostly on glacial terraces in the Puget Lowland and foothill valleys, and are identified by the presence of tools manufactured from locally obtained cobbles, including large leaf-shaped and stemmed

points and flake tools. These assemblages are usually interpreted as evidence of a highly mobile hunting and gathering adaptation.

After about 5,000 B.P., larger populations organized in more complex ways and exploited a wide range of locally available resources, including large and small mammals, shellfish, fish, berries, roots, and bulbs, with an increasing emphasis on salmon over time. Ground stone, bone, antler, and shell tools became increasingly more common and diversified. Full-scale development of marine-oriented cultures on the coast and inland hunting, gathering and riverine fishing traditions as represented in the ethnographic record is apparent after ca. 2,500 B.P. Artifacts made of both local and imported materials occur, indicating trade and complex and diversified technologies for fishing, hunting, food processing and storage. Large-scale woodworking and cedar plank houses occupied by a large semi-sedentary population are also represented (Blukis Onat 1987; Fladmark 1982). With Euroamerican contact in the late 18th and 19th centuries, drastic changes in native populations, community composition, and cultural traditions occurred. Smallpox, measles, and other epidemic diseases carried by Euroamericans affected native populations even before direct contact (Boyd 1990). Evidence of smallpox was noted by Vancouver's expedition into Puget Sound in 1792 (Meany 1957). By the time ethnographers began work, a century or more had passed and the cultures they described were no longer the same as the late prehistoric period.

## 5.5 Ethnohistory

The Issaquah area and Snoqualmie River Valley were occupied during the ethnohistoric period of the 18th and 19th centuries by the Sammamish (*sq'q'abc* or Squak) and Snoqualmie. The Sammamish were a politically autonomous Coast Salish-speaking group with close social ties to the Duwamish and Snoqualmie. Several researchers have considered them a sub-group of the Duwamish based on language (Gibbs 1877; Lane 1975; Waterman ca. 1920). The only recorded Sammamish village was at the south end of Lake Sammamish at the mouth of Issaquah Creek. The Sammamish did not have direct access to Puget Sound during the ethnohistoric period, and probably as a result, their neighbors considered them impoverished. They did have rights to resource areas on Puget Sound through kinship and marriage, but subsistence focused on resources of the valleys, foothills, lakes and rivers (Lane 1975). The Snoqualmie occupied the Snoqualmie River Valley and surrounding hills east of Sammamish territory, and had villages at the mouth of the Tolt River, a mile below Snoqualmie Falls, and on Sallal Prairie, near North Bend.

During the winter, the Sammamish, Snoqualmie, and other Puget Sound-speaking groups occupied villages of cedar plank houses located at river and creek confluences and on sheltered shorelines, subsisting largely on stored foods, particularly dried salmon and plant foods. In early spring, smaller family groups dispersed to temporary camps to collect resources as they became available. Wetlands were exploited for plants such as cattails, wapato, camas, and salmonberry shoots. Bracken fern roots and other tubers, bulbs, and berries were collected in wet meadows and dry prairies, which also provided forage for large and small game including deer, elk, and birds. Salmon were obtained as they returned to spawn in Issaquah and Tibbetts creeks and the Snoqualmie River and its tributaries below Snoqualmie Falls (Lane 1975). Fish and waterfowl residing in lakes, creeks and rivers were also exploited.

Like other American Indian groups, the Sammamish and Snoqualmie suffered significant population loss due to epidemic diseases of the 18th and 19th centuries. Smallpox apparently infected residents of Puget Sound in the mid-1770s, and several other epidemics further reduced populations in the 19th century. Population loss in the Puget Sound region is

estimated at over two-thirds by the mid-1870s, a century after initial contact (Boyd 1990:146). Under terms of the Point Elliott Treaty of 1855, the surviving Sammamish were assigned to the Tulalip (Snohomish) Reservation, while other subgroups of the Duwamish were sent to the Port Madison (Suquamish) Reservation. The Snoqualmie were also assigned to the Tulalip Reservation. Few Sammamish or Snoqualmie relocated to their assigned reservations, most preferring to remain in their traditional territory (Ruby and Brown 1986:72). The Snoqualmie recently received federal recognition as a tribe.

## 5.6 History

### Early Development

The Issaquah area was originally known as Squak Valley, a name probably derived from the Native American term for the land at the mouth of Issaquah Creek on the south shore of Lake Sammamish. The earliest Euroamerican settlement in the area began in the early 1860s, soon after L.T. B. Andrews, a government surveyor, discovered coal at Squak Mountain. Andrews first filed claims, just west of the project, in Section 33 of Township 24 North, Range 6 East in 1862 after he had taken coal samples into Seattle and found them to be of good quality (Figure 2). The trip by boat through Lake Sammamish and Lake Washington and then via the Black and Duwamish Rivers to Puget Sound took nearly ten days, however, and these transportation difficulties hindered rapid development of these coal resources. Andrews, who also began to have health problems, soon left his claim and moved back into Seattle (General Land Office Tract Book, National Archives, Seattle; Craine 1983:3-4; Harriet Fish 1987:1).

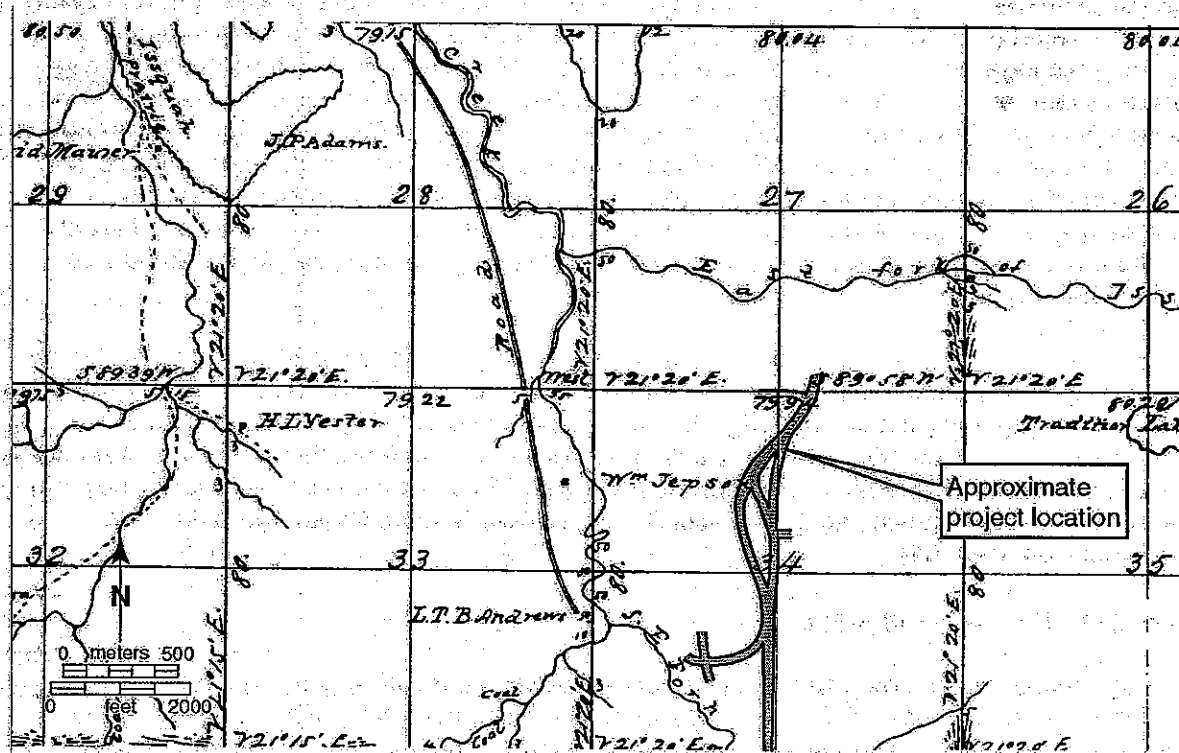


Figure 2. General Land Office Plat for T. 24 N., R. 6 E., showing early land owners in the project vicinity, 1864.

Other settlers saw the advantages of the Squak Valley for agriculture and several took claims in the area soon after Andrews. Among the earliest were William Casto, John P. Adams, John Halstead, William Jepson, James W. Bush, and David Maurer. Casto and his wife, Abigail, built a small cabin on land they claimed along Issaquah Creek south of Lake Sammamish, about 2 kilometers (1.24 miles) northwest of the project area. Casto developed a trade in hoop poles, made from the straight shoots of hazel bushes that grew in thick abundance on the property. Hoop poles were used to manufacture barrel hoops. He hired Indian workers and was well regarded in the area, but in 1864 was shot, along with his wife and her cousin, by two of his employees. Several of the Casto's neighbors fled to Seattle, but when no wider uprising followed, moved back to the Squak Valley and settlement continued (Bagley 1929: 765; Thompson 2001:1-2; Bagley 1916, vol II:663-665).

### **Early Agricultural Production**

In addition to hoop poles, the farmers in the valley grew much of their own food and eventually developed some agricultural products for sale. The settlers marketed oats, potatoes, eggs, and milk in Seattle and also sold poultry, dairy cows, and hogs, evidently fattening them with homegrown turnips and rutabagas. The shortest route to Seattle was a footpath that followed Coal Creek and then along the shore of Lake Washington, but by the late 1860s the settlers were shipping their products by various types of boats from a landing on the south shore of Lake Sammamish to Lake Washington, where they were offloaded near present-day Leschi (Bagley 1929: 765-768).

Hops became an important crop after 1868 when several members of the Wold family bought seedlings from pioneer grower Ezra Meeker. The three brothers, Lars, Engebright and Peter, had emigrated from Norway and worked in San Francisco before coming to Seattle and opening a shoe store. In 1868 they had purchased a 160-acre parcel in the Squak Valley, probably land previously owned by pioneer settler Ned Welch, and cleared it to plant their hops. Accounts suggest that they gradually expanded the crop to over 50 acres, employing more than 100 American Indians and some White families to assist in the production. Hops were one of the economic mainstays of the region, purchased by brewers in England and Germany as well as locally until the mid-1890s when fluctuating prices depressed the market. By the turn of the century, a disease had also wiped out almost all of the crops in the area (Bryant 2000:21-23; Kolin 1997:8).

Peter Wold had sold his share in the family farm in 1871 and moved to Kittitas County, but his brothers remained, each claiming additional parcels in the area. The claim of Ingebright (also referred as Englebright and Engebright), which he patented in 1872, included much of the northwest and southwest quarters of Section 34, Township 24 North, Range 6 East. He later platted the northern portions of this land as the town of Englewood, which eventually became part of the Issaquah town site (GLO Tract Books, NARA, Seattle; Prater 1981:110-112; Edwards Fish 1981:84).

### **Transportation Development**

The community grew slowly as the lack of an adequate means of transportation to the area hindered its development. Efficient roads were slow in coming to the Squak Valley as they were to most rural towns in the American West. Typically beginning as trails, the routes used by area residents did not change in destination as much as they changed in appearance. Trails evolved into rutted wagon roads, which were gradually improved to wider dirt roads, gravel roads, and finally to paved highways. What began as an Indian trail to Coal Creek was the

major access route for many years, finally improved enough in the early 1880s for local entrepreneur G. W. Tibbetts to establish a stage line between the Squak valley and Newcastle (Edwards Fish 1981:134-135).

The availability of water transport also helped to provide Squak Valley residents with an early means of shipping goods to a larger market. Individuals first used small boats, canoes, or hand-built barges to transport agricultural products to Seattle and other nearby locations, poling or rowing their crafts through Lake Sammamish and the Sammamish Slough to Lake Washington (Prater 1981:80-81). The narrow, reed-dogged passageway through the slough hindered the development of direct steamer service, but several smaller propeller-driven steamers began to operate on Lake Sammamish, including the *Jennie June* and the *Vixen*, which connected with other steamers plying Lake Washington from a stop at Newcastle. Finally in 1884 a shipyard in Houghton built a steam scow called the *Squak*, which could navigate the slough and provided more direct service for a few years. Several other vessels, including the *Bee* and the *Laura Maude* provided transport for workers and materials needed for railroad construction (Harriet Fish 1987:8-11).

The advent of rail transportation added significantly to the growth and development of the region. Seattle residents had long agitated for their city to become the terminus for a major transcontinental railroad. The government had commissioned surveys for a potential line through the Cascades near Snoqualmie Pass as early as 1854, but when finally built, the area's first cross-country connection, the Northern Pacific Railroad, had followed a route through Stampede Pass to Tacoma, and subsequently the Great Northern had crossed the mountains through Stevens Pass to its terminus in Everett. Seattle entrepreneurs were determined to provide their city with a transcontinental rail link, and while negotiations continued with the major lines, the local citizenry also helped to finance several other smaller railroad ventures, including the Seattle and Walla Walla and the Columbia and Puget Sound. Of particular interest to the residents of the Squak Valley was the Seattle, Lake Shore and Eastern (SLS&E), incorporated on April 15, 1885 by Thomas Burke, Daniel Gilman, and a number of other prominent Seattleites. The route of the SLS&E headed around the north sides of Lake Union and Lake Washington, along the eastern shores of Lake Sammamish and through the Squak Valley to Snoqualmie Pass, where it then continued on to the eastern part of the state (Armbruster 1999:51, 100-101; 122-123).

Gilman and Burke were able to raise enough interest among Eastern capitalists to finance the survey work for the SLS&E in late 1886 and to begin actual construction in 1887. By April 15, 1888, the company had laid rails to the south end of Lake Sammamish and the Squak settlement, soon to be renamed Gilman in honor of the railroad's primary booster. Burke, Gilman, and some of the other railroad backers were also principals in the Puget Sound Construction Company, which had taken charge of building the first forty miles of track, including the portion to Gilman. The company began to have financial difficulties, however, and in November 1887 the group formed another "insider" corporation, the Seattle and Eastern Construction Company, to continue the construction efforts, but with higher capitalization and better terms from the railroad (Armbruster 1999:128; Nesbit 1961:129; Thomas Burke Papers, University of Washington Manuscripts, Special Collections, and University Archives (MSCUA), Memorandum, Box 51, Folder 17).

The railroad provided an important economic boost to the area. It hired local contractors to build segments of the line and spawned a number of businesses to supply construction materials and provide needed services for workers and eventually passengers and shippers. Logging camps, pole yards, and shingle and tie mills proliferated along the route, some owned

or leased by the railroad construction company and others operated privately. Outside of Gilman, for example, the company may have leased land originally claimed by Michael Donlan (Homestead Entries 5593 and 3189 in Section 34, Township 24 North, Range 6 East) for a facility to cut timbers for several trestles that were needed between the Squak Valley and Snohomish. One of these trestles was located immediately to the west of the Donlan homestead while another was the high trestle that spanned Issaquah Creek at the end of what eventually became Mill Street and the Sunset Highway. After the completion of this part of the line, Donlan evidently purchased the equipment and ran his own sawmill business, eventually moving it to a new location near present-day Round Lake (Armbruster 1999: 128-129; Burke Papers, MSCUA, 14-67; Erickson 2002:9).

Service began on the SLS&E as soon as a segment was completed, and income from hauling various wood products, coal, cattle, and passengers helped to keep construction going. By 1889 the tracks extended eastward to Sallal Prairie and North Bend (Figure 3). New town sites were established at key points along the line, industrialist Peter Kirk began to build a steel mill on the eastern shore of Lake Washington, and the railroad launched another division northward from Seattle in an ambitious plan to connect with transcontinental routes through Canada. Soaring costs, failure to sell more bonds, and bitter competition undermined these successes, and by 1890 its hated rival, the Northern Pacific, was able to control a majority of the SLS&E stock. Although extension of the line continued, the nationwide financial panic of 1893 sealed

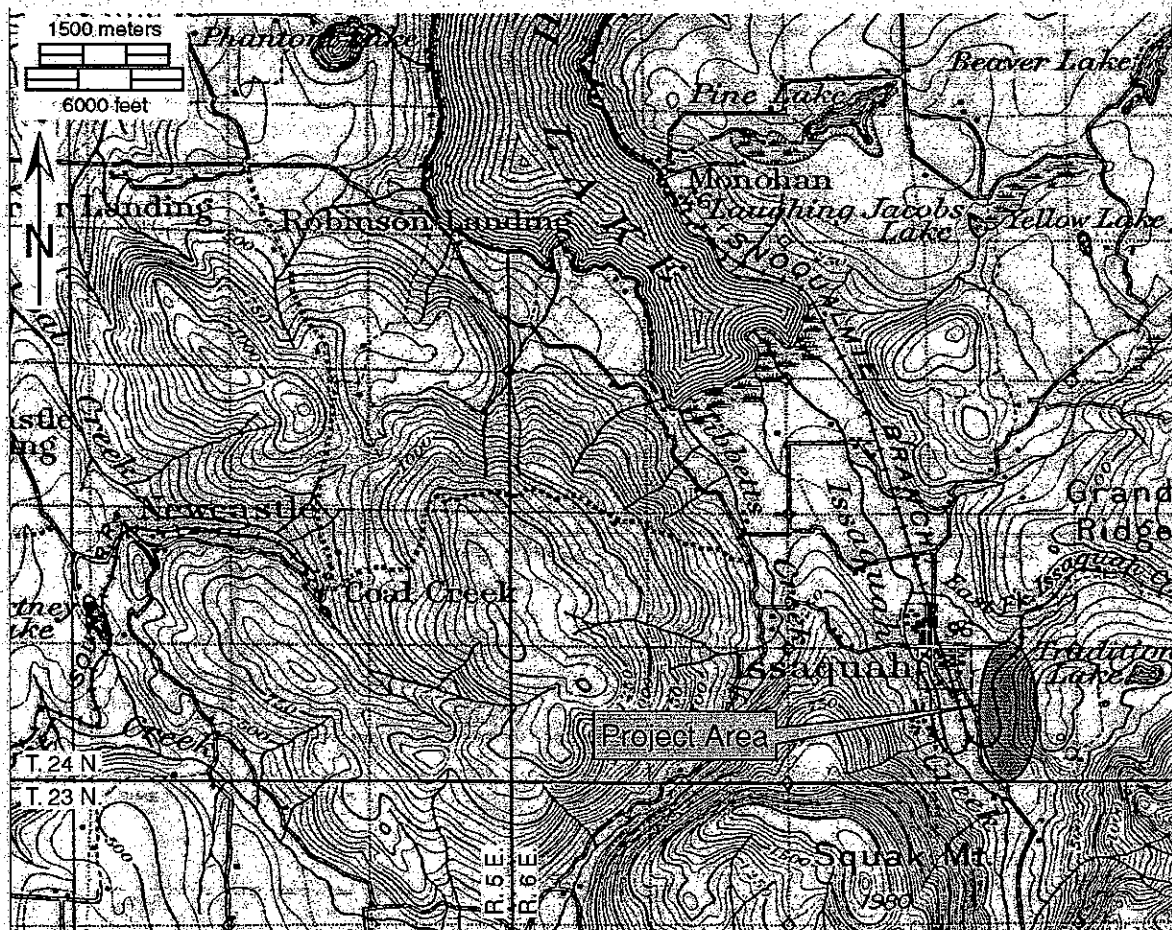


Figure 3. The Snoqualmie Branch, Seattle Lakeshore & Eastern, and the coal region around Issaquah (USGS Snohomish, Washington Quad., 1897, reprinted 1942).

its fate, and the SLS&E went into receivership in May 1896. For a brief time, the company was reorganized as the Seattle and International Railway with revenues bolstered by the economic stimulus of the Klondike gold rush, but in 1901 its independent status ended when the Northern Pacific absorbed the line, which became its Seattle Division (Robertson 1995:265-266; Armbruster 1999:136-140).

The Northern Pacific's tenure as owner and operator of the former SLS&E routes lasted well into the 20<sup>th</sup> century. Over the years, continuing changes in industrial production and transportation systems affected the profitability of the railroads and brought consolidation or abandonment of many lines. As coal mining declined, the railroad no longer used the spurs that had reached through the town of Issaquah. In 1958 the Northern Pacific closed its Issaquah station entirely and in 1970 merged with other railway companies to form the Burlington Northern system (Issaquah Historical Society ca. 1990; Schwantes 1993:304, 308; Edwards Fish 1981:18-21).

### **Coal**

The construction of the SLS&E had not only prompted the growth of industries and settlements to service the lines, but had also encouraged the further development of the area's natural resources. The coal discoveries on the eastern slope of Squak Mountain (Figure 3), first developed by L.T.B. Andrews in 1862, were among the earliest in the region, but their initial exploitation was short-lived because of the lack of an adequate means of transportation. Yet Andrews' discoveries had prompted further exploration and the location of several other deposits, including Coal Creek on the western slope of Cougar Mountain, in 1863 (Figure 3). Mining at Newcastle near the Coal Creek site became profitable earlier than in other nearby deposits because of easier access to markets. Promoters improved shipping time by building a tramway to a loading dock on Lake Washington and in 1877 found funding to complete a branch line of the Seattle and Walla Walla Railroad to Newcastle (Edwards Fish 1981:75-76; McDonald and McDonald 1987: 14-15; 24-25).

In the Squak Valley mine production increased significantly beginning in 1888 when the SLS&E initiated regular service to the area. The Seattle Coal and Iron Company, headed by Daniel Gilman of the SLS&E, developed the coal seam first claimed by Andrews (Bagley 1929: 295). Despite serious labor disputes that brought violence in 1889 and again in 1891, when the Troop B of the Washington State militia was called in to quell the unrest and camped along the SLS&E lines for about two weeks, the industry's profits grew (Edwards Fish, 1981:77-79; Issaquah Historical Society 2002:22-23). An average yearly output of nearly 100,000 metric tons of coal came from the area mines between 1892 and 1904, encouraging substantial expansion of the town, which changed its name from Gilman to Issaquah in 1899. The coal industry also brought a diverse ethnic mix to its population, as miners immigrated to the area from Italy as well as Wales, Scotland, England, and Ireland, sometimes with previous stops in other mining areas around the United States (Evans 1912:200; Issaquah Historical Society 2002:9; Scheuerman, 1989: 61; McDonald and McDonald 1987:35).

The mines closed in 1904, but resumed operations as the Issaquah and Superior Mining Company in 1912, purchased by Count Alvo von Alvensleben with backing from German investors. Employment soared as Von Alvensleben prepared to build a plant with the capability of producing 2000 tons of coal per day and a company town for workers. This surge of growth was short-lived, as the advent of World War I caused suspicions about the German ownership and the company eventually went into receivership. The Pacific Coast Coal Company purchased the assets from the bank, and also gained control of other local coal properties,

including the Grand Ridge Mine. Most corporate operations ceased in the early 1920s, and company property was sold for housing and other developments. Some smaller individual operators continued coal mining on a smaller scale from the mid-1920s to the early 1960s, in mines formerly worked by the larger companies or in newly excavated shafts (Bagley 1929:771-773; Edwards Fish 1981: 80-83).

### ***Logging and Milling***

The logging and sawmilling industry had also begun to flourish in the Issaquah area in the late 19th century, buoyed by the construction of the railroad and easier transportation to major markets. By the early 20<sup>th</sup> century it had begun to replace coal as the area's major economic mainstay. One of the earliest local mills was built by the SLS&E to produce lumber for construction of railroad trestles and evidently was then sold to Joe Donlan, son of homesteader Michael Donlan, possibly in 1891. Donlan may have milled timber cut on portions of the family property, probably south of Issaquah High School beyond the abandoned SLS&E railroad grade and east of 6<sup>th</sup> Avenue SE, but then moved the mill to a site on the Lake Tradition plateau. The company's millpond is now known as Round Lake. Donlan and his partner evidently had built a tramway connecting the operation to the Northern Pacific Railway line by 1903 and also added a shingle mill.

The pair sold out to Everett investors in 1905 and Donlan built a new shingle mill, probably located to the west of Issaquah Creek and north of the road that became Mill Street and eventually Sunset Way. The venture was incorporated as the Squak Mill Company in 1906, but a fire burned most of its buildings in 1908, and a new complex was built known as the Tiger Mountain Mill Company, located on property in Section 22, Township 24 North, Range 6 East which was previously owned by Martin Bogdan. This mill was sold in 1910 to brothers Joseph, John, and Edward Neukirchen, who also established a planing mill and lumber yard just south of Issaquah and constructed a flume to move their product from the sawmill to the new site (Erickson 2002:9-12, 14, 18; Erickson, personal communications, 1997, 1998, 2002).

By this time there were three lumber mills and six shingle mills within four miles of Issaquah. The Empire Lumber Company sawmill was located approximately one mile east of town and the R & A shingle mill operated one mile to the south. Other mills located nearby at High Point, Preston, and Monohon. Several logging railroads helped to transport timber from the forests on both sides of lake Sammamish, Tiger Mountain, and Grand Ridge to these mills for processing. By the late 1920s many of these companies had changed hands or closed, and a new venture, the Issaquah Lumber Company, was built on land owned by Robert Thompson Sr. to the west of what is now the Issaquah-Hobart Road, near 2<sup>nd</sup> Avenue Southeast and Front Street South. The opening of the mill a month before the stock market crash which signaled the beginning of the Great Depression was not auspicious, but the closure of other mills and a shortened work week enabled the operation to continue during the economic downturn. The mill produced sawn and rough lumber, but also sold firewood, sawdust, and planers ends to fuel dealers. Lumber from the mill also contributed to some of the Roosevelt Administration's New Deal projects, including the construction of the Grand Coulee Dam. The company survived the Depression but not a fire, which destroyed much of the mill in May 1940. Rather than rebuild at the site, the company purchased the Abe Levy sawmill site at Monohon and continued operations there.

Logging and milling continued in the area during and after World War II, but on a reduced scale, as consolidation, diminishing tree size, and technical innovations transformed the industry. More of the cleared land was used for housing and recreational development, while

earlier resource-based industries declined in economic importance (Bagley 1929: 770-771; Erickson 2002: 41-46).

### ***New Transportation Developments***

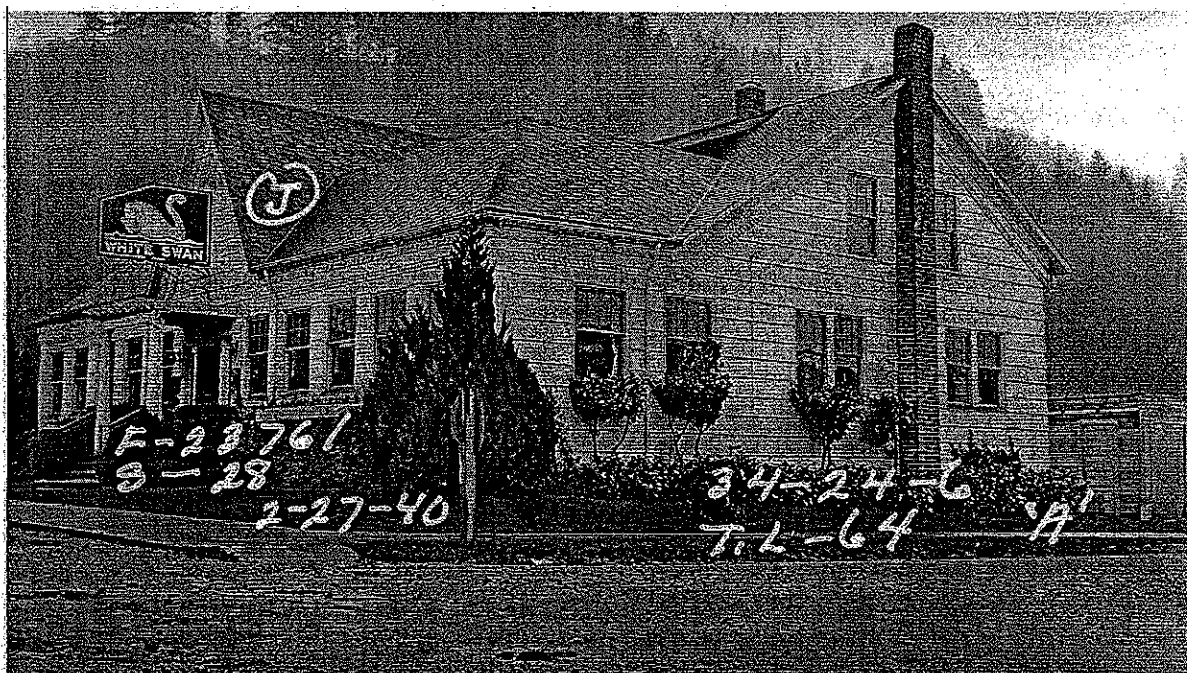
Evolving transportation systems again helped to change the region's development patterns. By 1900, railroads had offered a faster and easier means for transporting goods and had encouraged the growth of industry and towns to service them. A comprehensive network of roads had been neglected in the push for rail lines. In 1905 when the state established the Highway Department to lobby for and oversee new road construction, there were still less than 1100 miles of state roads, and of those, only 124.5 miles were classified as improved (WSDOT 1994:9). Early roads were designed for wagons and other animal-drawn vehicles, and it was not until around 1910 that the state began to plan its new roadway system for automobile traffic. In 1911 the legislature passed the Permanent Highway Act, which transferred more road building responsibility from the counties to the state and authorized the construction of hard-surface roads to enhance commercial transportation possibilities (WSDOT 1994:10).

Until that time, for example, the main road leading east from Issaquah, along what is now East Sunset Way, was Mill Street, a dirt track that stopped at the Northern Pacific trestle. Interest in a full-scale road for automobile traffic across Snoqualmie Pass grew, encouraged by local automobile clubs, which were usually made up of individuals with significant community clout. In 1912 the Good Roads Association joined the effort to improve Washington highways and proposed three major "trunk" routes in the state: the Sunset Highway, the Pacific Highway, and the Inland Empire Highway. Sunset Highway would stretch from Idaho through Spokane, Wenatchee, Ellensburg, and Snoqualmie Pass, passing through Issaquah on its way down the mountains to link up with the Pacific Highway following the coast. This idea appealed to the state legislature, which approved a \$2 million appropriation for these three primary state roads in 1913. Bids for the first 22 miles of construction on the Sunset Highway were accepted in 1914 and construction of a permanent highway through the Snoqualmie Pass began. Issaquah was now an important link in the highway system (Prater 1986:48-49; Dorpat and McCoy 1998:82).

Even before the Sunset Highway, entrepreneurs began to develop services for travelers. Some new homes were located along the route, while others were transformed into restaurants and other businesses that catered to the highway trade (Figure 4). On both sides of the pass between Ellensburg and Issaquah, there were supply points and accommodations, usually spaced about ten miles apart. The tourist industry contributed to some business growth in Issaquah, but throughout these years the town's permanent population remained fairly stable. It was not until the post-World War II years and the completion of the Lake Washington Floating Bridge that a significant growth surge began again. Issaquah's position as a suburban satellite of Seattle was augmented by further development of the I-90 corridor, which ultimately replaced most of the old Sunset Highway. Issaquah, whose population was approximately 950 in 1950, now has more than 13,000 residents and must again look to make significant transportation improvements (Issaquah Historical Society 2002: 57, 103).

### **5.7 Cultural Resources**

Six previously recorded archaeological/ historical sites are within 1.6 kilometers (one mile) of the project. Four of these sites were recorded as part of the South Sammamish Plateau Access Road project and include a segment of the SLS&E Railroad grade (45-KI-451), the

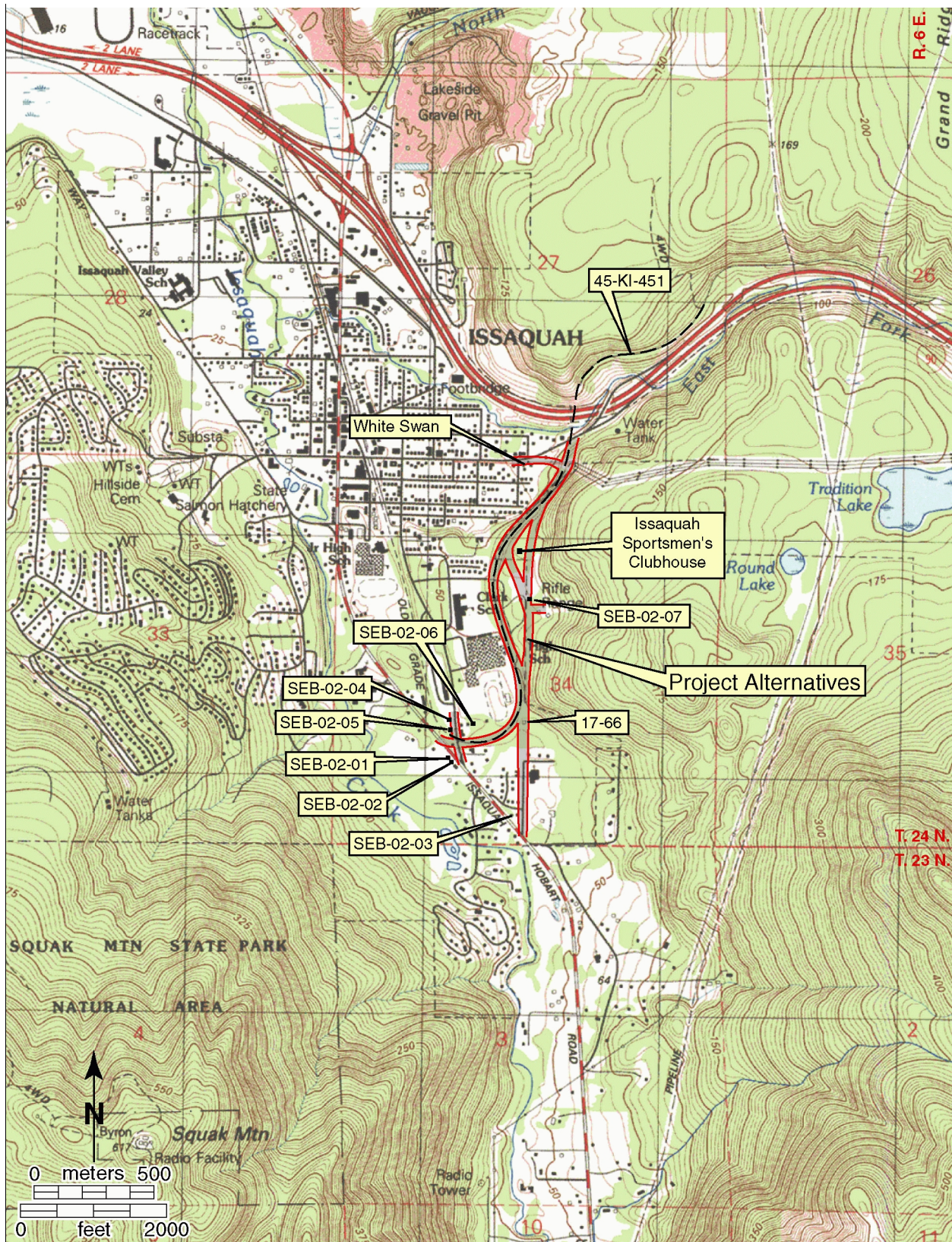


**Figure 4. The White Swan Inn, converted from a residence, catered to travelers along the Sunset Highway (Puget Sound Regional Archives, King County property card files, 1940).**

Gilman Water Company/Old Issaquah Water Works (45-KI-452), a poured concrete and block foundation (45-KI-453), the White Swan Inn (17-51) (Hudson and Nelson 1998a). Also recorded are the Tradition Lake Peeled Cedar site (45-KI-430) and the Issaquah Sportsmen's Clubhouse (King County Landmarks and Heritage Commission 1997; Robinson and Rice 1992). Of the six recorded sites, the following three are within the Southeast Issaquah Bypass area of potential effect (Figure 5).

**45-KI-451 – Seattle, Lake Shore & Eastern Railroad (SLS&E) grade**, commonly known as the Northern Pacific, was built in 1888, but by 1974, the Issaquah to Snoqualmie Falls section was abandoned and the ties and rails removed. This site was determined not eligible for the NRHP (Hudson and Nelson 1998a; Turner 1998). All of the Southeast Issaquah Bypass alternatives either cross or follow a portion of this site; Alternative 2, alignments North A and C, most closely follows the grade.

**17-51 – The White Swan Inn** is a wood-frame building at 605 East Sunset Way and was built in 1916 as a single-family residence. The building was remodeled in 1931-1932 into the White Swan Inn, a roadside café along the Sunset Highway (Figure 4). In 1948, the White Swan Inn was no longer in operation and the building was transformed into apartments. For much of this period Sunset Highway was the major road leading from Puget Sound to Snoqualmie Falls and beyond. The building was determined eligible for listing on the National Register of Historic Places under Criterion A, because of its association with an important period in the development of transportation and commerce in Washington state and particularly with the evolution of automobile travel and highway dining (Turner 1998). The White Swan Inn is on East Sunset Way and is adjacent to all six build alternatives.



**Figure 5. Previously recorded and newly identified cultural resources within the project (USGS Bellevue South, WA, 7.5' Quad., 1983).**

The Issaquah Sportsmen's Clubhouse is at the foot of Tiger Mountain, just east of the Issaquah city limits at 23600 Southeast Evans Street. This one-story vernacular rustic style clubhouse was built in 1937 by the Works Progress Administration, a Depression-era economic recovery program of the federal government (Figure 6). The Issaquah Sportsmen's Club moved their clubhouse 183 meters (600 feet) north of its original location in 1993. In 1997 the King County Landmarks and Heritage Commission designated the Issaquah Sportsmen's Clubhouse a King County Landmark (King County Landmarks and Heritage Commission 1997). In 1998, the building placed on the Washington Heritage Register and listed in the National Register of Historic Places. The clubhouse was eligible under Criterion C, based on its architectural style as the best preserved, most intact example of a Rustic-style, New Deal-era community building in the Issaquah area and under Criterion A, based on its association with the broad themes of recreation and government (Griffith 1998). A rifle and pistol range near the clubhouse is operated by the Issaquah Sportsmen's Club and but is not part of the NRHP property. The Sportsmen's Clubhouse is adjacent to the north alignments of all six Southeast Issaquah Bypass build alternatives.

## 5.8 Survey Results

No prehistoric cultural material was observed during any of the project surveys, however one historic archaeological site, 17-66, and seven historic buildings were identified (Figure 5 and Appendix C).

17-66 includes two concrete foundations, several concrete slabs, fruit trees and a row or hedge of holly trees. According to historic property tax records, the foundations represent two of at least seven buildings and structures that once stood at the site. The smaller foundation probably supported a "cheaply constructed," one story, wood frame residence built in 1948 (KCPC Parcel 3424069039). The larger foundation appears to be the basement of a one story, six room family dwelling built in 1890. Michael Donlan was the owner and possibly the builder

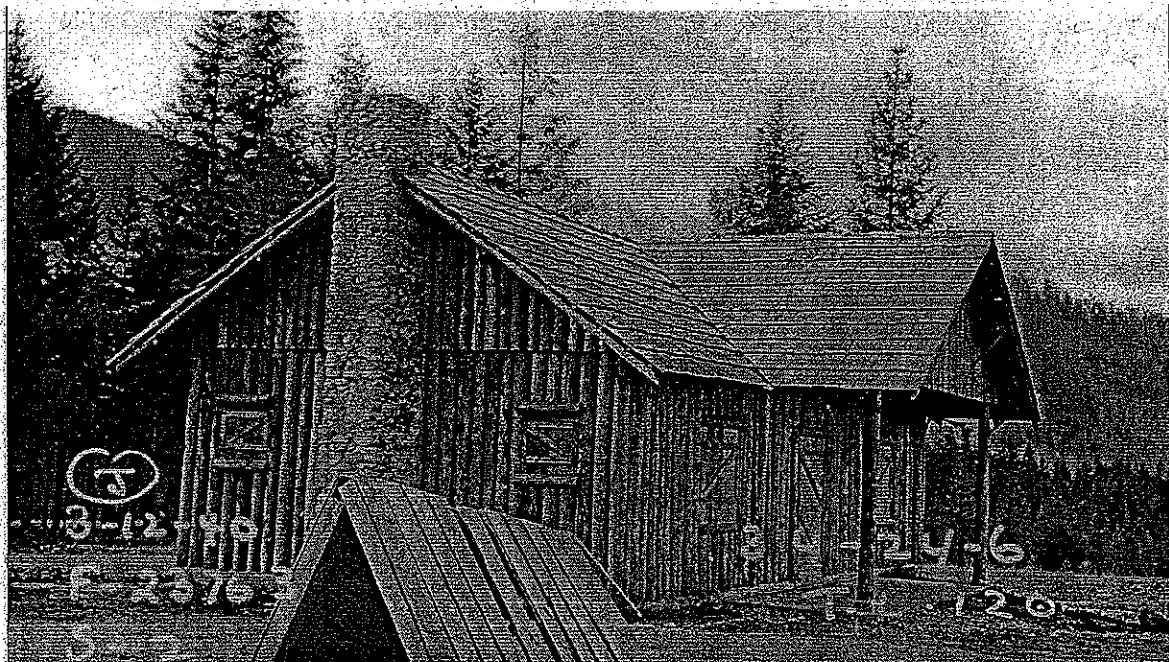


Figure 6. The Issaquah Sportsmen's Clubhouse, 1940 (Puget Sound Regional Archives, King County property card files, 1940).

of this house. He was issued a Homestead Entry Patent for this property on September 3, 1889 (Bureau of Land Management Serial Number WAOAA 065185; Eric Erickson 1997 and 1998:personal communication). The Donlan's 160 acres homestead was gradually divided and sold, with the exception of the southern 40 acres which remained in the family until the 1950s. Michael Donlan's son, also named Michael, lived in a house on the southern 40 acres. The younger Donlan's home was built in 1893 and was razed in the late 1940s (KCPC Parcel 3424069040). Remains of this home were not found.

**SEB 02-01**, a one and a half story wood frame house, sits close to the west side of the road at 1025 Front Street South. The house has a rectangular plan, side gable roof with triangular knee braced eaves and exposed rafter tails, front gable porch, and concrete block foundation. Although the building was constructed in 1932 or 1933, it was moved from Newport Way and Front Street (KCPC Parcel 3324069024) to its current location around 1970. Most of the double hung windows appear to be original, but the narrow horizontal wood siding has been replaced by aluminum and the wood porch supports have been replaced by metal (KCPC Parcel 3424069156). Houses of similar size, design, and period of construction remain in Front Street-Newport Way neighborhood.

**SEB 02-02**, 1035 Front Street South is just south of SEB 02-01 and was also moved to this location around 1970 (KCPC Parcel 3424069156). The house was originally at Tax Lot 3324069049, next door to the original location of building SEB 02-01. King County assessment records show 1948 as the construction date, but the historic property tax card photograph is labeled 1944. The one story house has a roughly rectangular, 36 feet by 40 feet, floor plan, composition hip roof, with a front entrance the east side and another on the north. Most of the original nine-light fixed and double hung windows have been replaced and the house is now covered with aluminum siding.

**SEB 02-03**, 555 SE Lewis Street, was built by Peter Favini, an Italian immigrant, in 1929 (KCPC Parcel 3424069191). This one story vernacular, residential bungalow is 42 feet by 26 feet, has a front gable roof with gable porch, a concrete block foundation, and horizontal wood siding with patterned shingles on the gables. Windows on the south (front) and west sides appear original; double hung, three panel, six-lights over a single light. It is unclear whether the back porch was removed or boxed in with a small addition built on the northwest corner of the house. When built, the Favini home fronted the Issaquah-Hobart Road and although the house has not moved, its access was truncated when the road was realigned and improved. The house is now reached via SE Lewis Street, at the rear of the building.

**SEB 02-04**, the Craftsman-style house at 885 2<sup>nd</sup> Avenue SE was built by Lawrence P Campbell, Sr., in 1923 (Figure 7). This one and a half story rectangular frame building remains on its original site and is set on a concrete foundation with a half basement seven feet in height with walls of concrete (KCPC Parcel 3424069120). Windows are set in the basement walls at ground level. The house is designed with a front gable and two gabled 12 feet dormers, one on either side of the structure. The dormers each contain a pair of double-hung windows, and these same windows are also repeated below the apex of the gable. One gable end has a six feet by fourteen feet roofed porch, while the other includes an enclosed porch of eight feet in depth spanning the entire width of the house. Elements of the Craftsman style incorporated into the design include broad roof overhangs, exposed rafter tails, and decorative triangular wood braces under the gables and dormers. The first story of the house is sheathed in horizontal cedar siding with cedar shingles on the façade under the gables.

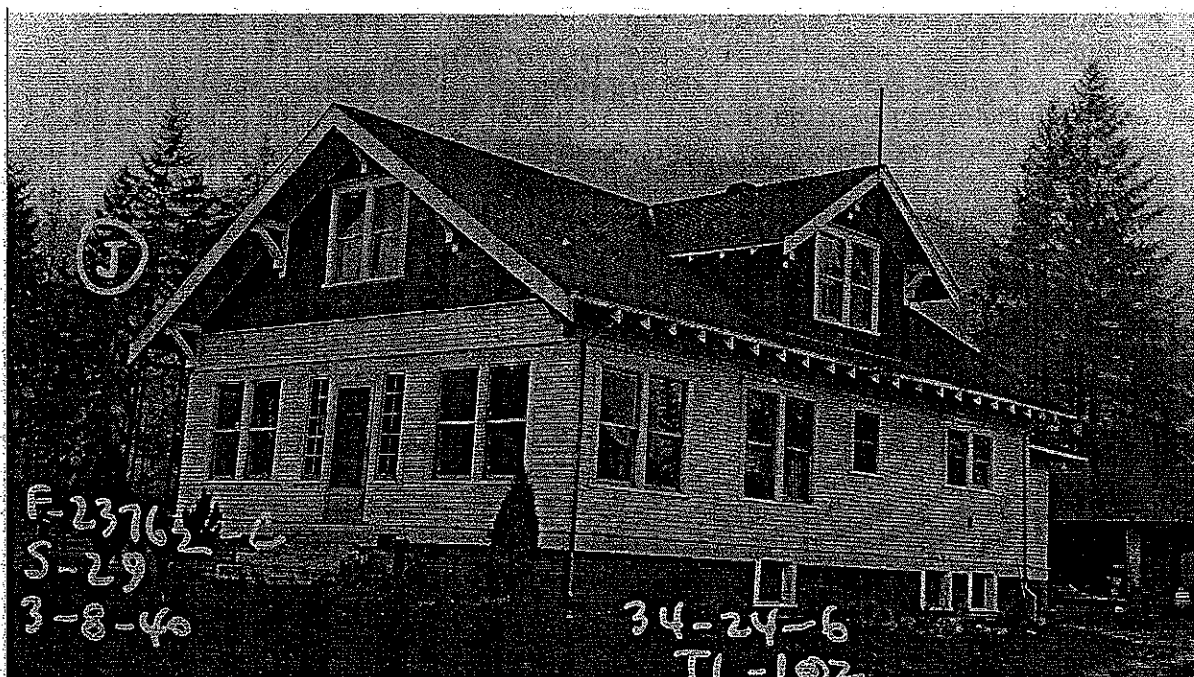


Figure 7. The Campbell House, SEB-02-04 (Puget Sound Regional Archives, King County property card files, 1940).

Lawrence Campbell Sr.'s parents, Thomas and Margaret Campbell, brought him to Washington Territory from Pennsylvania in 1884 when he was an infant. The couple acquired land on Tiger Mountain, and Thomas Campbell worked as a miner to support his family, which eventually included seven children. When Lawrence was 14, he also began to work in the mines. During his 40-year career he mined for the Pacific Coal Company and at Niblocks, also starting the Tiger Mountain mines. He married Lydia Holder and they had six children, one of whom died at a young age. According to his son, Lawrence Campbell helped to clear the right of way from Issaquah to the Hobart Road. In 1923 he built a five-bedroom house for his family on Tax Lot 3424069102 located on 2<sup>nd</sup> Avenue a short distance from to its junction with the Issaquah-Hobart Road. There was enough ground around the house for Lawrence Campbell to have a garden and to raise a cow, a pig, and chickens for family use. Despite two generations in the mining, Lawrence Campbell, Sr., discouraged his son from following him in what had become a declining business (Issaquah Historical Society nd; *Issaquah Press*).

**SEB 02-05**, 935 2<sup>nd</sup> Avenue SE, was built in 1938 and is similar in design to SEB 02-02 which is a short distance south on Front Street. The 2<sup>nd</sup> Avenue house is one story, 35 feet by 37 feet, with a hip roof, exposed rafter tails, wood shingle siding, and fixed six light windows. This house was moved at least two times from previous locations on Front Street, before it was sited at its current address in 1963 (KCPC Parcel 3424069102).

**SEB 02-06**, 910 2<sup>nd</sup> Avenue SE, is a one story, wood frame house, which measures 26 feet by 22 feet and has an attached 19 feet by 18 feet carport. The exterior walls sided with shakes and the side gable roof is composition. The original windows and door have been replaced and a porch with small pedimented gable have been added to front. The house was built in 1935 and moved to its current location in 1966 (KCPC Parcel 3424069183).

**SEB 02-07** is just south of the Sportsmen's Club rifle and pistol range and was built in 1938 by the WPA at the same time as the clubhouse. The King County property card refers to the building as the caretaker's improvement (KCPC Parcel 3424069120). The one-story, rectangular frame building was set on wood posts and concrete blocks and was of double-wall frame construction. The exterior walls were sided with shakes, and the 12 feet by 16 feet structure had a simple composition roof. A 1961 extension of the building on its north end added another room approximately 11 feet by 12 feet in size, raising the square footage to approximately 324 square feet. Since that time other additions have included a frame and corrugated plastic porch, a covered storage shed, and an enclosure for a hot water tank and although the front six-light window appears to be original.

## 5.9 Evaluation

Section 106 of the National Historic Preservation Act, requires federal agencies to "take into account the effects of their undertakings on historic properties," (36 CFR 800.1). An historic property is "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places," (36 CFR 16). Eligibility for the NRHP of a cultural resource is determined by applying specific criteria established by the Advisory Council on Historic Preservation (36 CFR 60.4). The criteria designate as "significant" those sites:

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to these criteria, the property must also maintain integrity of location, design, setting, materials, workmanship, feeling, and association.

There are 11 recorded sites and buildings within the Southeast Issaquah Bypass area of potential effect (Table 2). Two buildings have already been determined eligible for the NRHP, the Issaquah Sportsmen's Clubhouse and the White Swan Inn (17-51). A third, the Campbell House (SEB 02-04) is recommended eligible because it is a good example of a style of vernacular architecture that was significant in the development of the community's residential character. The Campbell house embodies the distinctive characteristic of the Craftsman style popular during the first few decades of the 20<sup>th</sup> century. The detailing is fairly simple, befitting the working-class economic base of the community, but the house incorporates important elements associated with Craftsman design including gabled dormers and broad roof overhangs with exposed rafter ends and decorative wood braces. In addition, the building still retains enough surrounding property to suggest the semi-rural character of the area when the house was built. Although other Craftsman-style houses are still found in Issaquah, few have retained the integrity of location, design, materials, workmanship, feeling, and association of the Campbell house. The house is also significant because of its association with a family whose

**Table 2. Significance Recommendations for Each Recorded Site in the APE.**

OAHP/FIELD NUMBER	DESCRIPTION	THEME	NRHP CRITERION	NRHP ELIGIBILITY
17-51	White Swan Inn	Commerce, Entertainment/Recreation, Transportation	A	Eligible
	Issaquah Sportsmen's Clubhouse	Architecture, Entertainment/Recreation, Government	A, C	Listed
45-KI-451	Seattle Lake Shore & Eastern Railroad segment	Transportation	-	Not Eligible
17-66	Donlan Homestead archaeological site	Settlement	-	Not Eligible
SEB 02-01	1025 Front Street, house	Settlement	-	Not Eligible
SEB 02-02	1035 Front Street, house	Settlement	-	Not Eligible
SEB 02-03	555 SE Lewis, house	Settlement	-	Not Eligible
SEB 02-04	885 2 <sup>nd</sup> Avenue SE, house	Settlement	A, C	Eligible
SEB 02-05	935 2 <sup>nd</sup> Avenue SE, house	Settlement	-	Not Eligible
SEB 02-06	910 2 <sup>nd</sup> Avenue SE, house	Settlement	-	Not Eligible
SEB 02-07	Caretaker's House	Recreation	-	Not Eligible

roots extend widely throughout Issaquah's history. From the immigration of Thomas and Margaret Campbell in 1884, four succeeding generations of Campbells have made their home in the area.

The SLS&E (45-KI-451) and the Donlan homestead (17-66) were previously determined not eligible for the NRHP because they lacked integrity (Griffith 1999; Turner 1998; Appendix B). In addition, four newly recorded buildings (SEB 02-01, -02, -05, and -06) are recommended not eligible because they were moved from their original locations and no longer retain integrity of location, setting, feeling, and association. Two other sites (SEB 02-03 and 02-07) are also recommended ineligible because modifications have damaged their integrity of design, materials, workmanship and feeling.

## 6.0 IMPACTS AND MITIGATION

Significant cultural resources are subject to additional determination of effect and design of mitigation measures. There are three such historic properties within the project; the White Swan Inn (17-51), the Issaquah Sportsmen's Clubhouse, and the Campbell House (SEB 02-04). The criteria of adverse effect (36 CFR 800.5) state that an adverse effect occurs when an action alters the characteristics of a property that qualify it for the NRHP in a manner that would diminish the property's integrity of location, setting, design, materials, workmanship, feeling, or association. The White Swan and the Campbell House would not be adversely affected by any of the alternatives. In addition, Alternatives 1, 2, 5, and 6 would not adversely effect the Issaquah Sportsmen's Clubhouse. Alternatives 3 and 4, however, would adversely effect this historic property.

## 6.1 Build Alternatives 1, 2, 3, 4, 5, and 6

### *Impacts*

**17-51, The White Swan Inn** would not be adversely affected by Build Alternatives 1, 2, 3, 4, 5, or 6. All of the alternatives include sidewalk replacement north of the building and construction of stormwater ponds just east. East Sunset Way was realigned as part of the South SPAR project, and the road grade in front (north) of the White Swan was maintained. The relationship of the road to the White Swan is an important element of the property's significance. The grade would remain unchanged under all of the Southeast Issaquah Bypass alternatives.

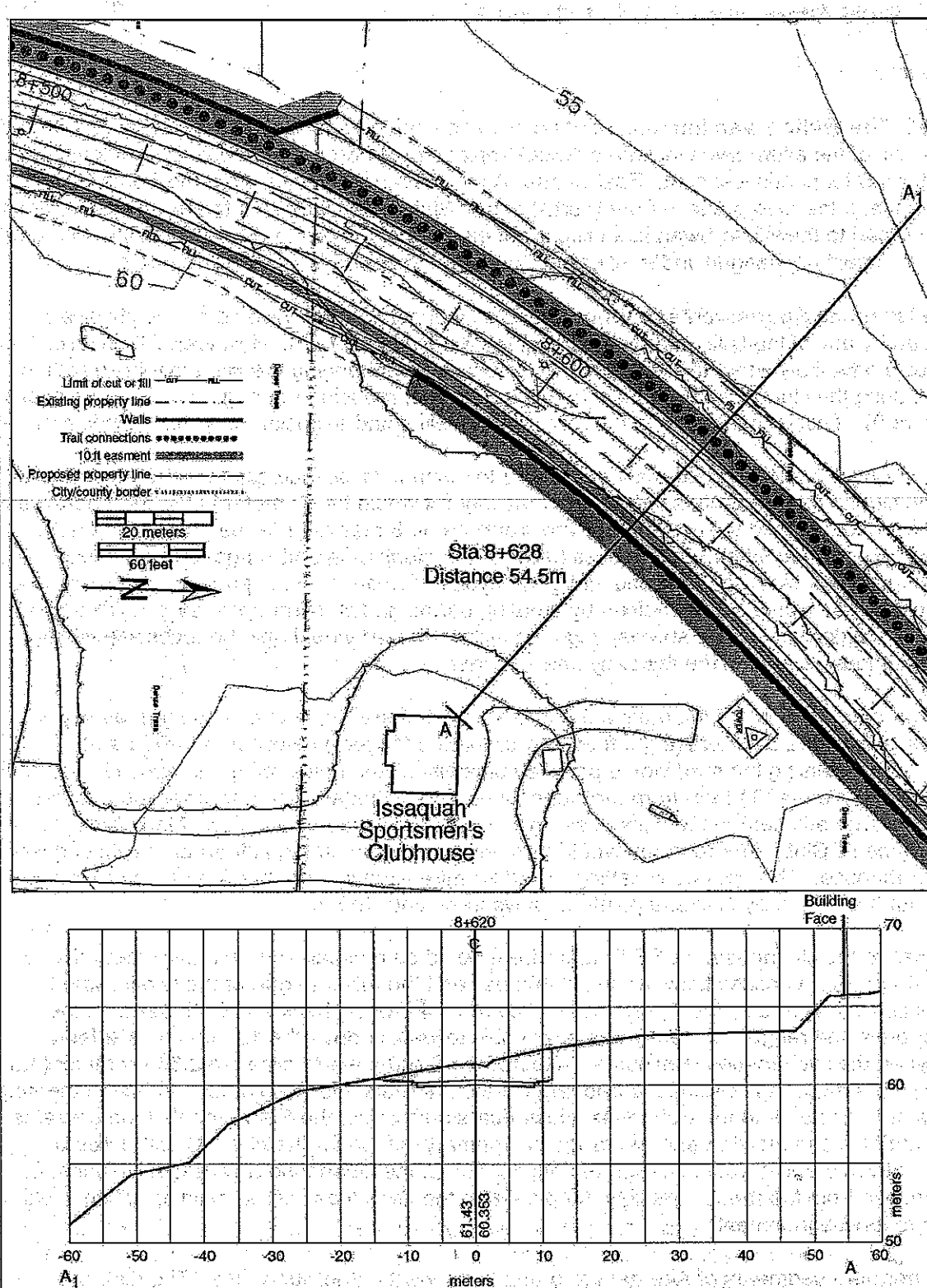
**The Issaquah Sportsmen's Clubhouse.** The clubhouse building would not be physically altered by any of the build alternatives (Figures 8-10; Appendix A). However, Alternatives 3 and 4 would adversely effect the Sportsmen's Clubhouse by changing the site's park-like setting, separating the clubhouse from the rifle and gun range, reducing parking, and changing access (Figure 9). These changes alter the setting and feeling and association of this historic property.

The northern portions of Alternatives 1 and 2 follow the old railroad grade to the north and west of the clubhouse. At Station 8+628, the roadway cut would be 42 meters (138 feet) northwest of the clubhouse and the road center line would be 54.5 meters (179 feet) away (Figure 8). This alignment would maintain access between the clubhouse and range and clubhouse parking. Trees would be removed along the bypass corridor, but the park-like setting around the clubhouse would be maintained by creating berms and planting trees, such as Douglas fir, cedar, or alder, and native shrubs. Lighting along the road would also be focused away from the clubhouse and onto the roadway and shoulder.

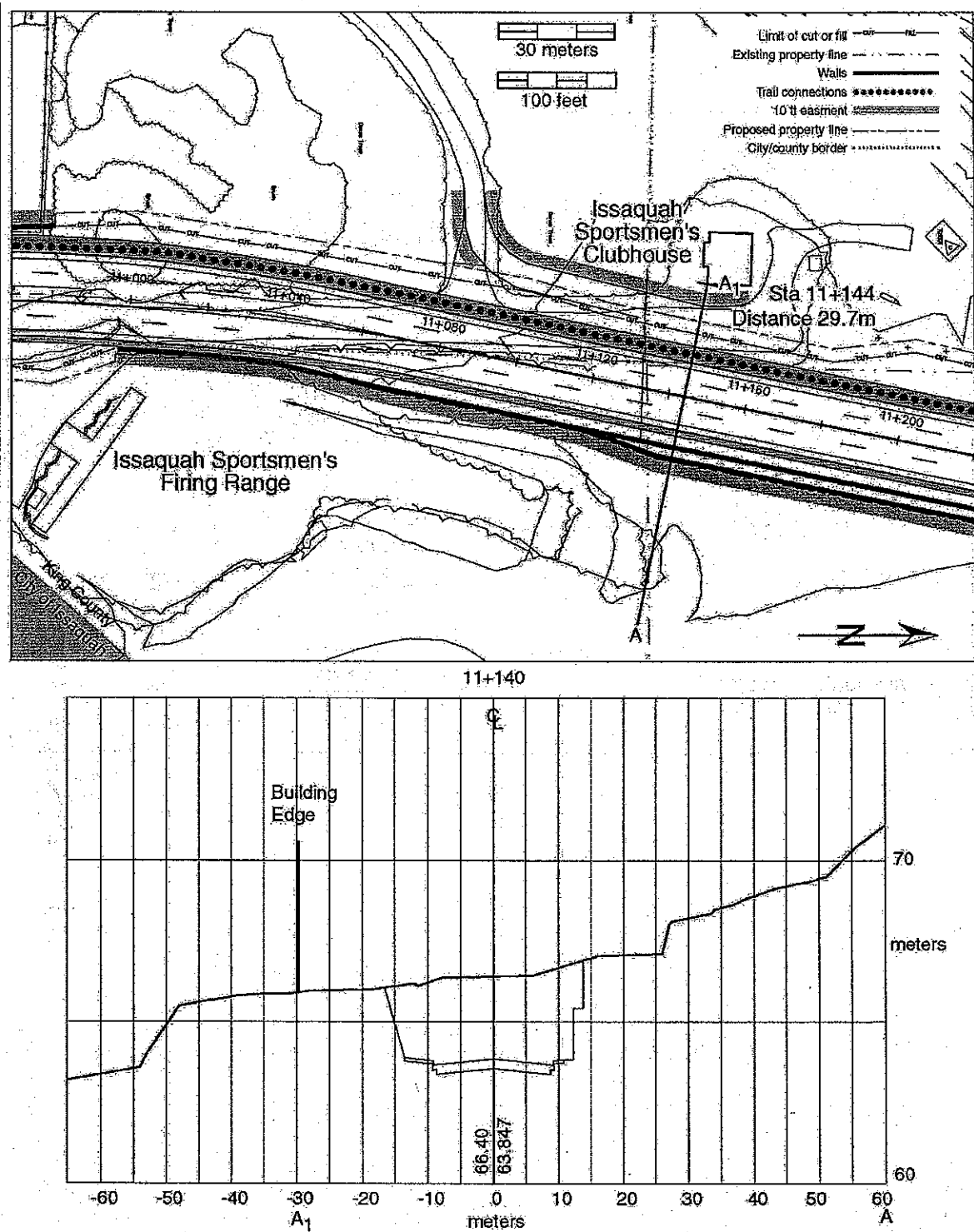
The northern portions of Alternative 3 and 4 are east of the clubhouse, and the roadway is recessed about 2.5 meters (eight feet) to four meters (13 feet) below grade (Figure 9). Although recessing the road would provide some visual and noise relief, the roadway cut would be only 10 meters (33 feet) from the clubhouse. This boundary would remove most of the parking area adjacent to the clubhouse and would necessitate acquisition of land from the Sportsmen's Club. The roadway would remove the park-like setting along the east boundary of the clubhouse. This change in setting would be minimized by construction of a berm between the clubhouse and bypass and planting native trees and shrubs.

Access to the clubhouse, via SE Evans Street would be maintained within the Alternatives 3 and 4, but direct access between the clubhouse and the rifle and gun range is eliminated. Activities sponsored by the Sportsmen's Club require moving back and forth between the clubhouse and range. Currently, users are able to walk or drive the 150 meter (492 feet) between the two facilities in minutes. Alternatives 3 and 4 would create a 2.35 kilometer (1.5 mile) trip between the clubhouse and range via city streets and the bypass. Although the range does not contribute to the clubhouse's historical significance, the Sportsmen's Club operates and maintains the facility, and the range is a primary reason for the club. Construction of Alternatives 3 and 4 would change the association of the clubhouse and range, isolating the clubhouse from the range, possibly marginalizing the usefulness of the building which could lead to its abandonment.

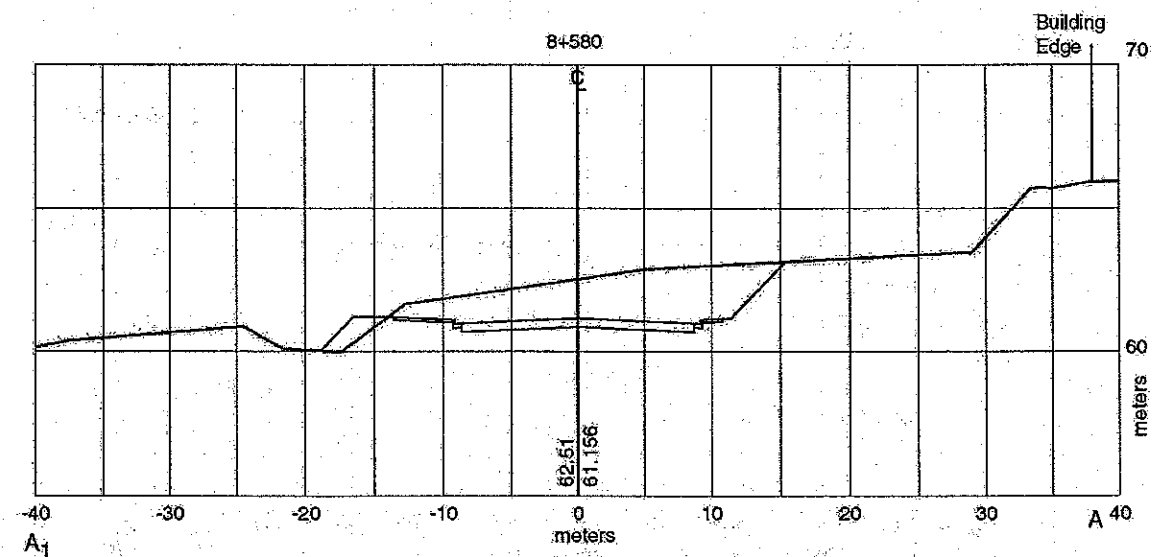
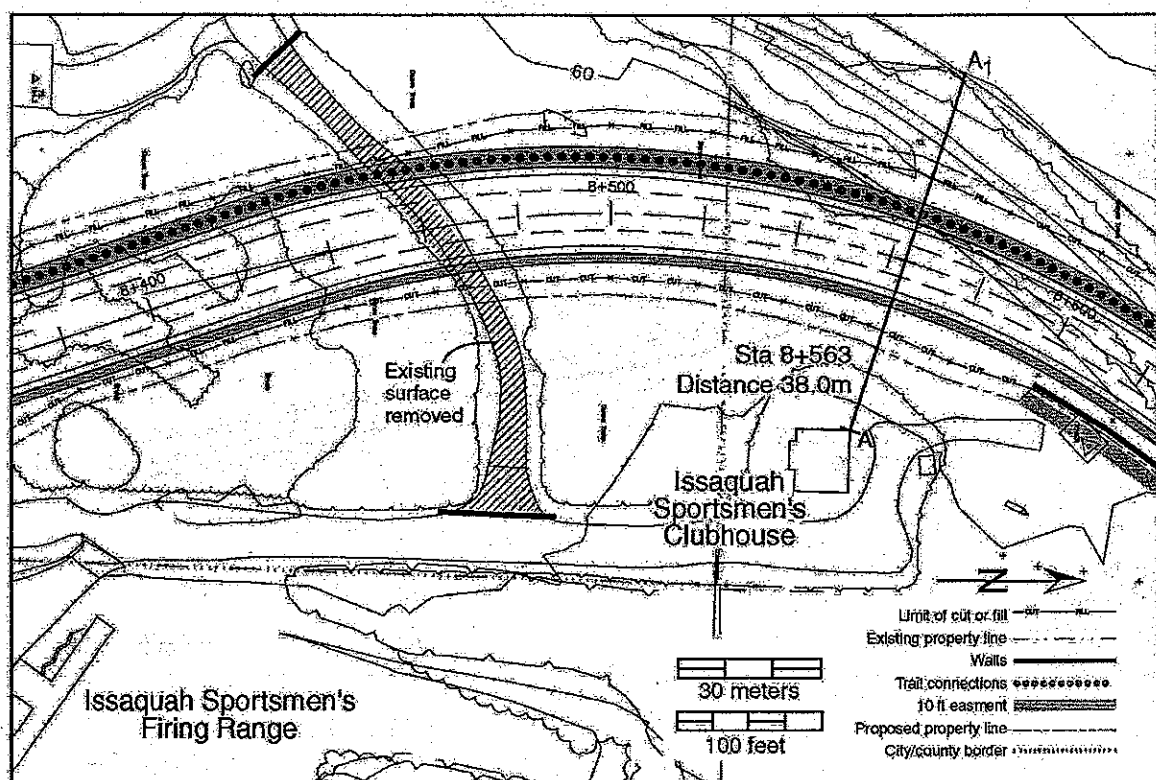
The northern segments of Alternatives 5 and 6 are west of the clubhouse. The distance between the clubhouse and the road cut is 22 meters (72 feet) and between the centerline, at Station 8+563, is 38 meters (125 feet) (Figure 10). The association of the clubhouse and rifle



**Figure 8. Plan map and profile of Alternatives 1 and 2, northern segment, in relation to the Issaquah Sportsmen's Clubhouse (modified from material provided by Parsons Brinckerhoff Quade & Douglas, Inc., 2002)**



**Figure 9. Plan map and profile of Alternatives 3 and 4, northern segment, in relation to the Issaquah Sportsmen's Clubhouse (modified from material provided by Parsons Brinckerhoff Quade & Douglas, Inc., 2002).**



**Figure 10. Plan map and profile of Alternatives 5 and 6, northern segment, in relation to the Issaquah Sportsmen's Clubhouse (modified from material provided by Parsons Brinckerhoff Quade & Douglas, Inc., 2002).**

and gun range would be under these alternatives, although access to the facilities would change. The affect of Alternatives 5 and 6 would be the same as Alternatives 1 and 2. The park-like setting would be maintained with berms, native tree and shrub plantings, and focused lighting. Alternatives 5 and 6 would remove access to the clubhouse from SE Evans Street, but would replace it with access from the bypass, near the rifle and gun range.

**SEB 02-04 Campbell House** is not included in Alternatives 1, 3, or 5. South alignment C of Alternatives 2, 4, and 6 would repave 2<sup>nd</sup> Avenue SE in front (east) of this historic property. Repaving is necessary in order to blend the wider roadway at the Front Street-Southeast Issaquah Bypass - 2<sup>nd</sup> Avenue SE intersection into the existing two lane road in front of the Campbell House (Appendix A). This activity would occur within the existing road right-of-way and should not affect the historic property.

### ***Mitigation Measures***

The Issaquah Sportsmen's Clubhouse. To minimize visual effects, berms would be constructed between the clubhouse and the Southeast Issaquah Bypass. Landscaping would be employed to maintain the park-like setting and light standards would be placed so as not to flood the clubhouse and grounds with light. Insuring pedestrian access from the clubhouse to the sidewalk along the bypass, would minimize reduced access under Alternatives 3 and 4.

Measures to mitigate changes in the setting and feeling and association of the Issaquah Sportsmen's Clubhouse might include:

- Replace parking area taken by the bypass.
- Move the clubhouse closer, south or east of the range, so that both facilities are east of the Southeast Issaquah Bypass. This is only feasible if the clubhouse can structurally withstand the move.
- Move the clubhouse and range to a new location, if the building can be moved.
- Create an oral history of the Issaquah Sportsmen's Club by interviewing members and their families, users, neighbors, and city and county personnel. Augment interviews with photographs of the clubhouse and range.
- Support an inventory of historical and archaeological resources in Issaquah. Create walking tours of historic buildings, markers for historic buildings and sites and brochures available to schools, libraries, the museum, Chamber of Commerce and local businesses.
- Develop Issaquah history documents which might include topics such as Native American occupation and use of the area, mining, logging and milling, transportation (trails, railroads and roads), settlement, ethnic groups, and the development of municipal government. Such histories, or contexts, are used as the basis for evaluating historical properties, but are also useful tools for teachers and librarians, as well as sources of information for local residents.
- Create road and trail signs or an exhibit that discuss the sites and buildings along or near the Southeast Issaquah Bypass including the Seattle Lake Shore & Eastern Railroad, the Gilman Water Company/Old Issaquah Water Works, the Donlan Homestead and lumber mill, the Issaquah Lumber Company, the Issaquah Sportsmen's Clubhouse, the Campbell House, and the White Swan Inn.

Proposed mitigation measures should be developed in coordination with the City of Issaquah, local historical organizations such as the Issaquah Historical Society who are familiar with past

and current historic preservation projects, and the SHPO. All mitigation measures should meet accepted professional standards, as detailed in a memorandum of agreement.

## **6.2 No Action: Alternative 7**

### ***Impacts***

The no action alternative would not affect any of the cultural resources within the SE Issaquah Bypass project.

### ***Mitigation Measures***

No mitigation measures are required.

## **7.0 SECONDARY AND CUMULATIVE IMPACTS**

### **7.1 Build Alternatives 1, 2, 3, 4, 5, and 6**

#### ***Impacts***

The Southeast Issaquah Bypass, together with other proposed transportation improvement projects in the area, will not result in an increase in identifiable impacts on known historical and archaeological resources in the project area. However, not all cultural resources have been identified.

In King County, prehistoric sites have been recorded primarily along the saltwater shoreline. Fewer have been found along inland rivers, streams, and in upland settings because of dense vegetation. Those that have been discovered were most often found by investigations prompted by environmental legislation. The recent increased pace of development in King County may result in additional discoveries, however, construction that does not fall under the State Environmental Policy Act, the National Environmental Policy Act, or other regulations is sure to destroy undiscovered cultural resources. Transportation projects planned over the next two decades may provide opportunities to document and salvage information from prehistoric and historical resources. These opportunities are even more important when viewed from the perspective of an overall projected net loss of cultural resources in King County.

#### ***Mitigation***

No mitigation measures are required.

### **7.2 No Action Alternative**

#### ***Impacts and Mitigation***

No impacts to cultural resources are anticipated from the No Action alternative and no mitigation measures are required.

## **8.0 CONSTRUCTION ACTIVITY IMPACTS**

### **8.1 Build Alternatives 1, 2, 3, 4, 5, and 6**

#### ***Impacts***

Vibrations due to construction may affect the White Swan Inn (17-51) and the Issaquah Sportsmen's Clubhouse. While these vibration levels are likely to be felt by residents, they are unlikely to cause property damage and are not an adverse effect.

#### ***Mitigation Measures***

No mitigation measures required.

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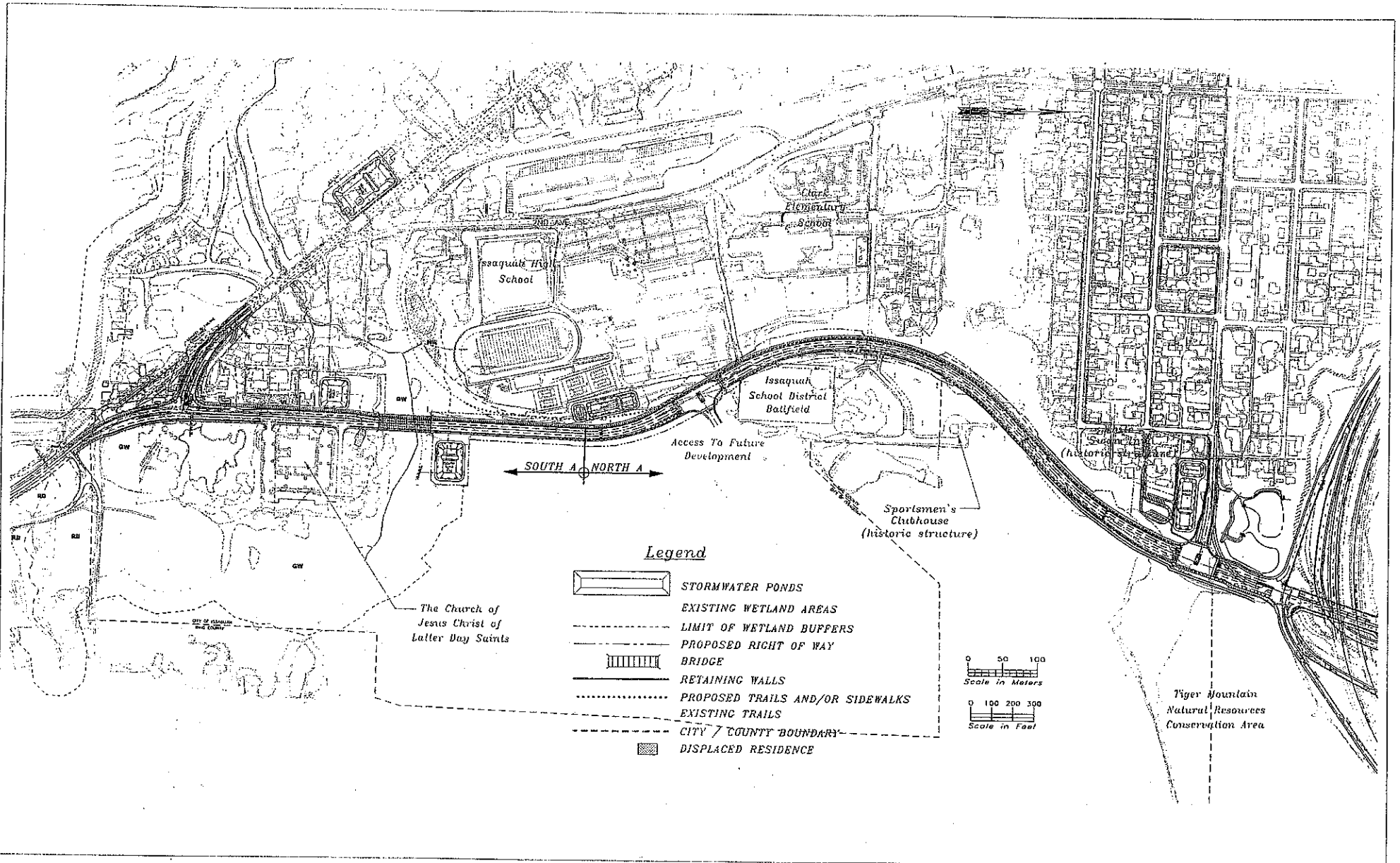
## **Personal Communications**

Erickson, Eric. Renton, Washington, grew up in Issaquah and is a long-time member of Issaquah Sportsmen Club. Numerous telephone and in-person discussions in 1997-2002.

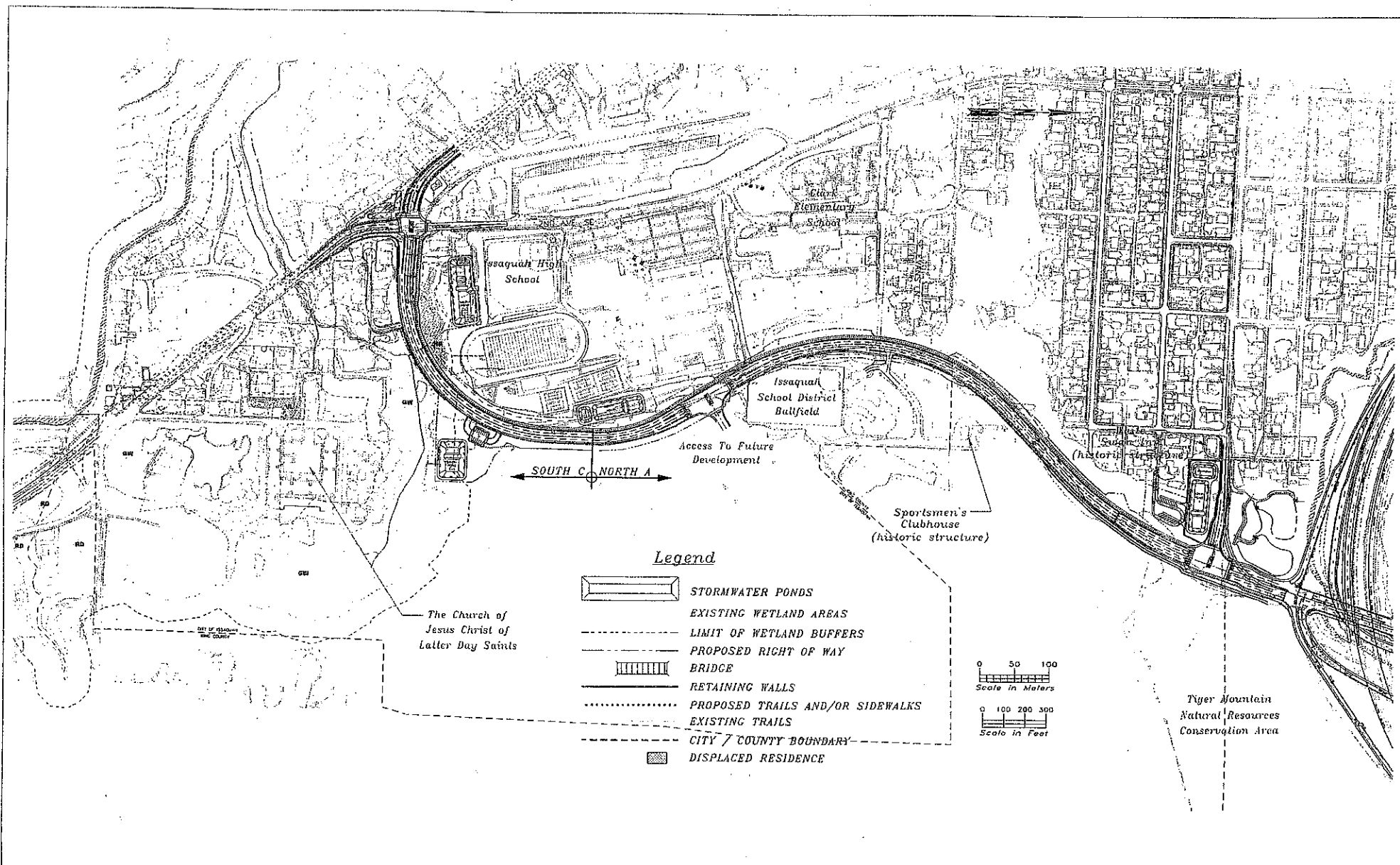
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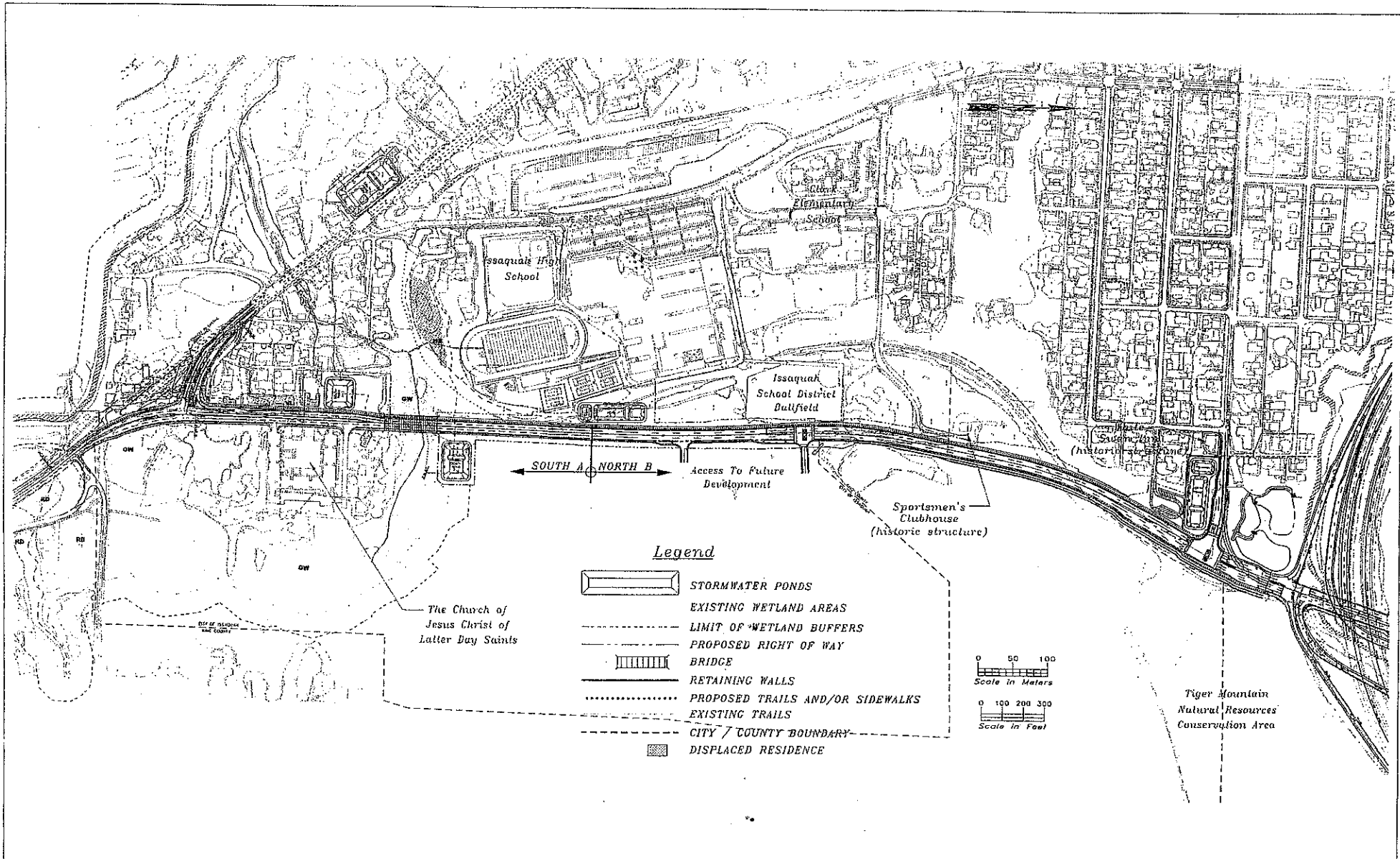
**APPENDIX A: Project Maps**  
(provided by Parsons Brinkerhoff Quade & Douglas, Inc.)



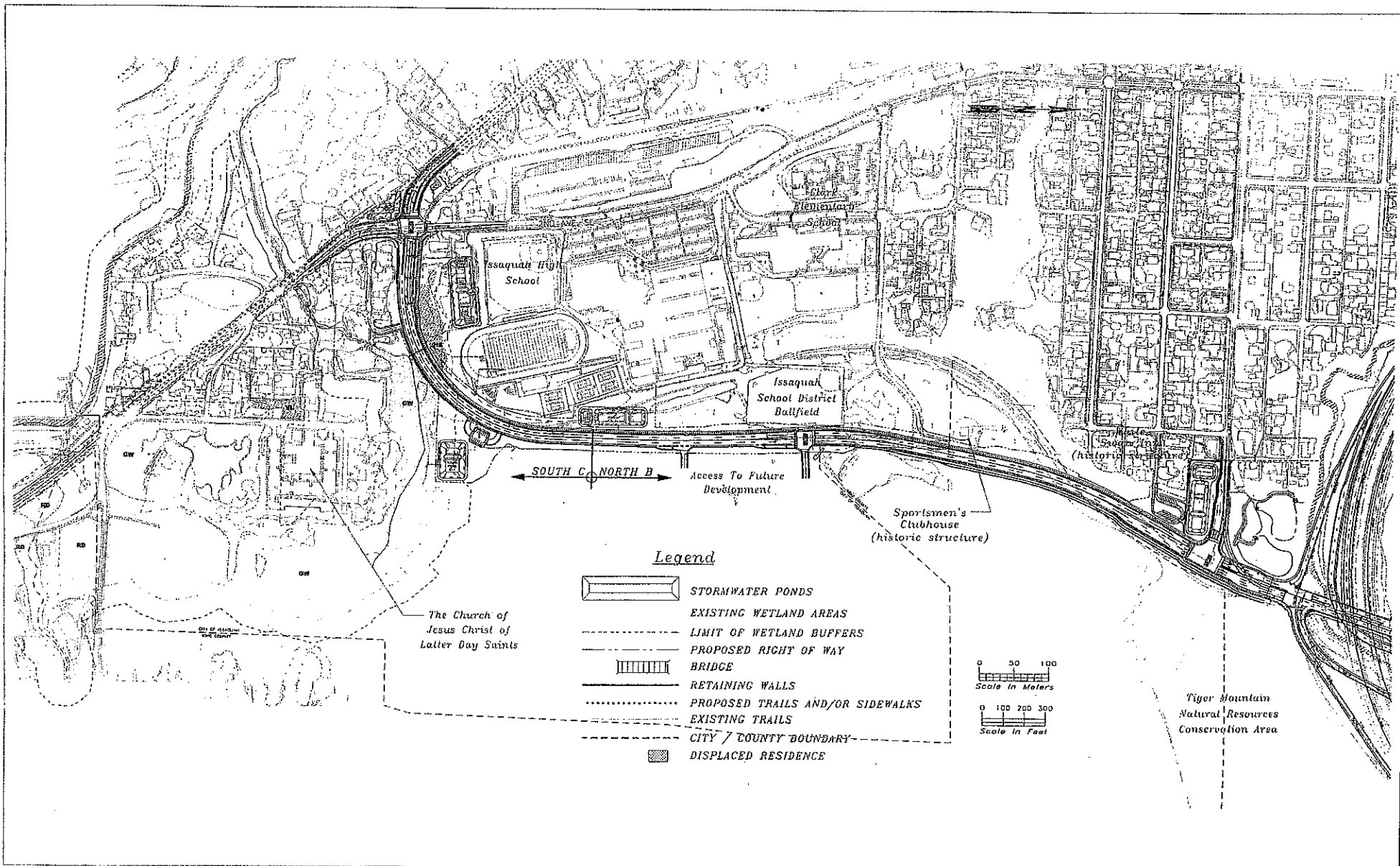
**Alternative 1: North A and South A**



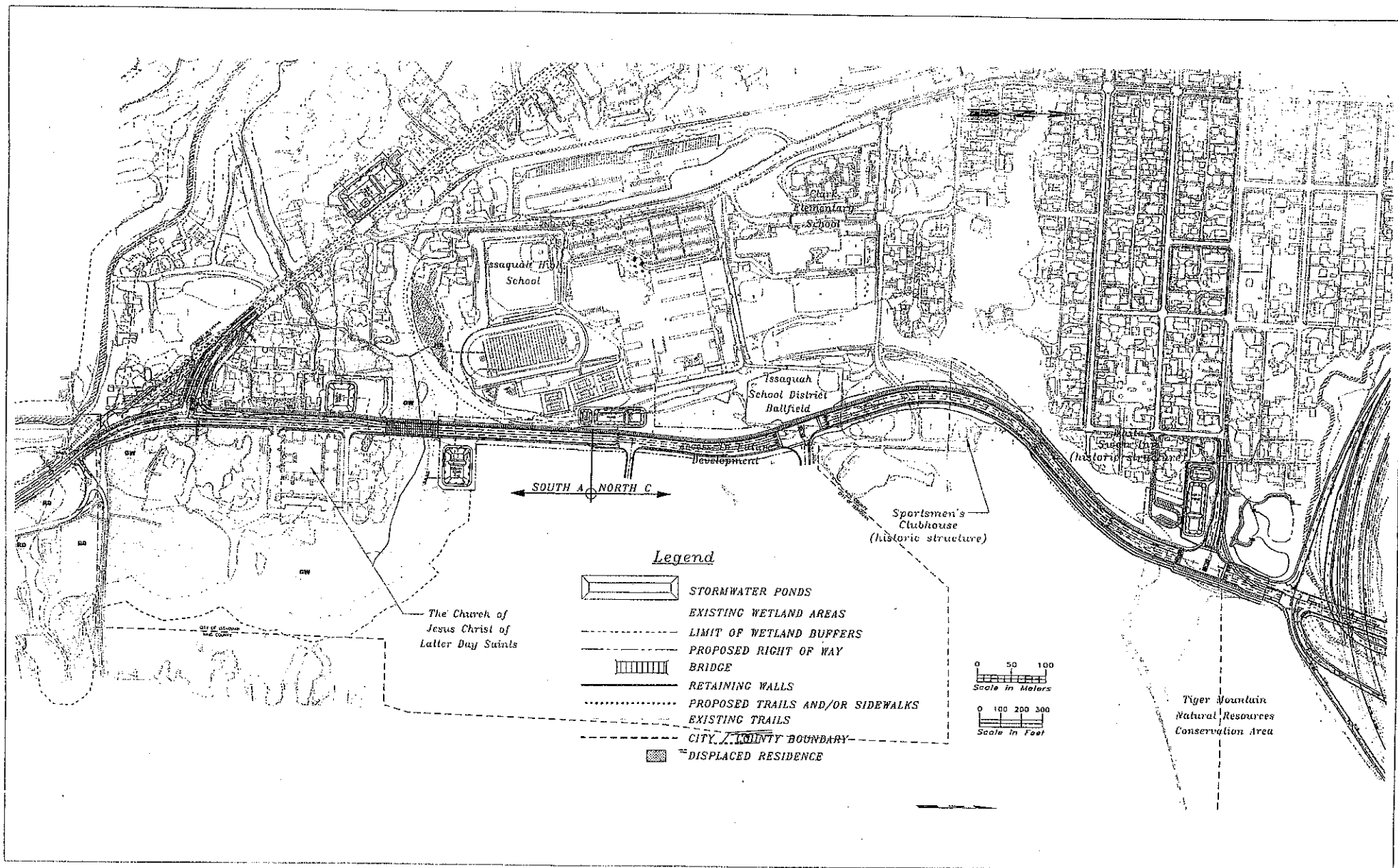
**Alternative 2: North A and South C**



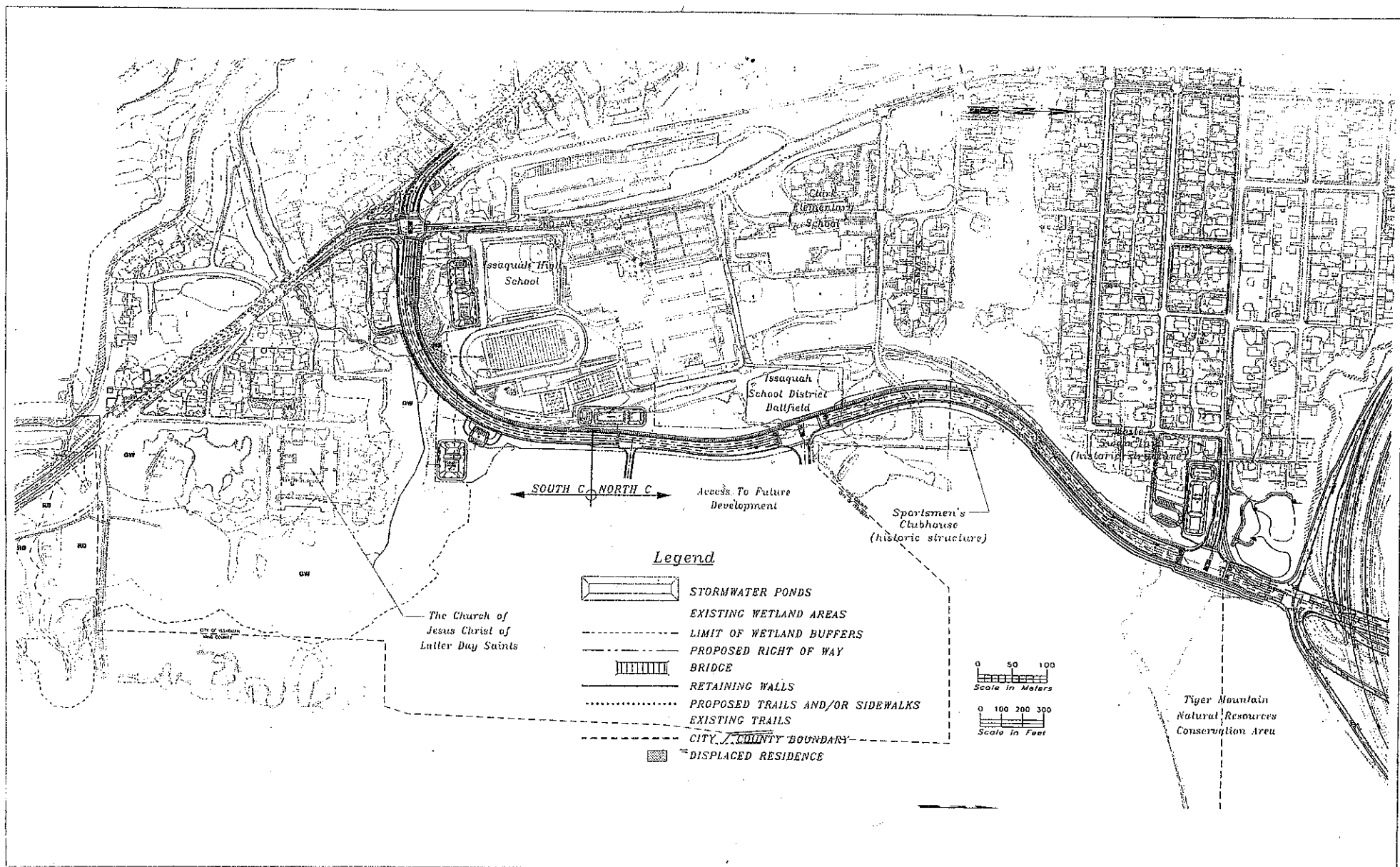
**Alternative 3: North B and South A**



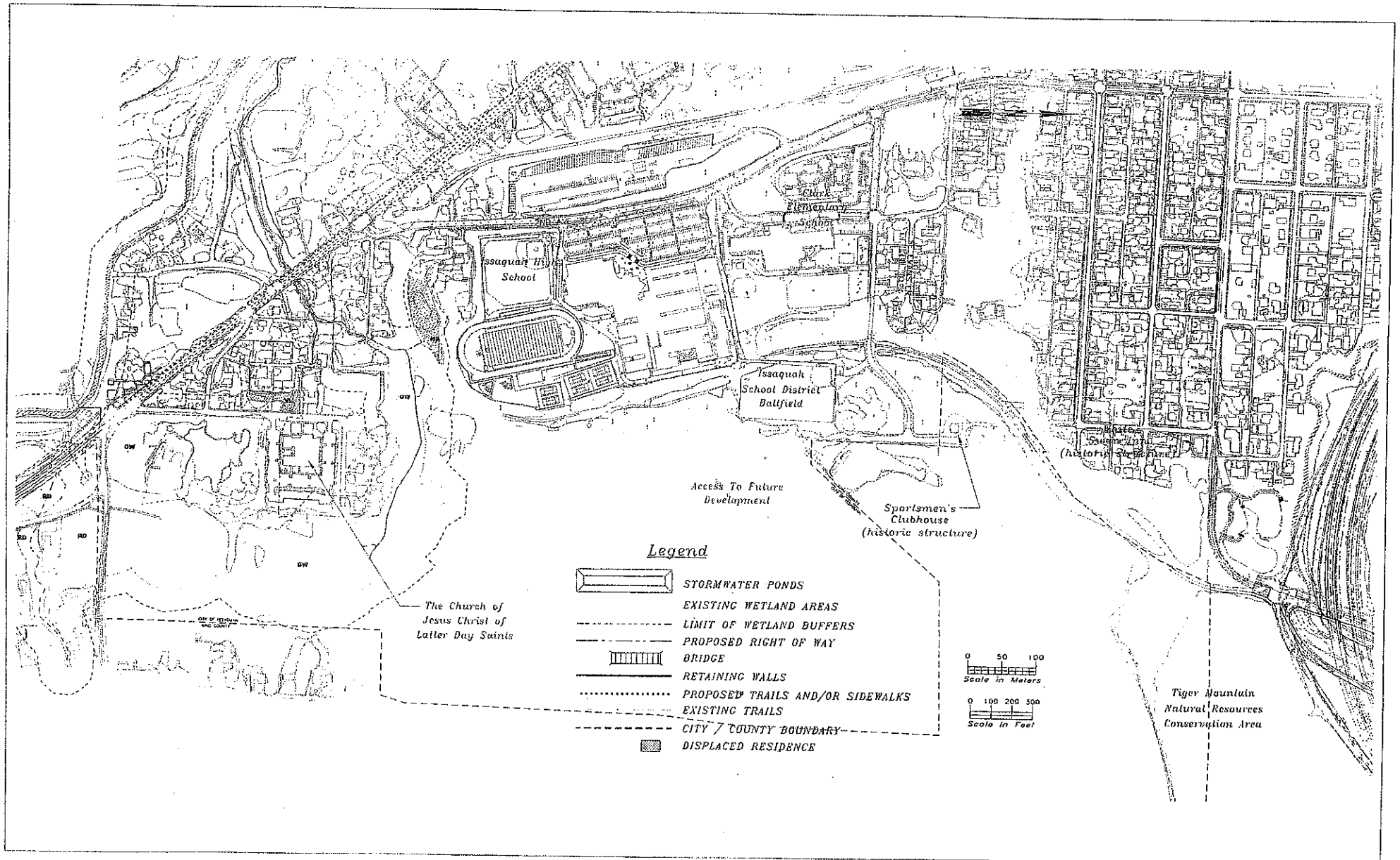
**Alternative 4: North B and South C**



**Alternative 5: North C and South A**



**Alternative 6: North C and South C**



**Alternative 7: No Action**

## **APPENDIX B: Correspondence**

Examples of letters sent to concerned tribes. January 15, 1997 was sent to the Snoqualmie Tribe, Muckleshoot Indian Tribe, Tulalip Tribes of Washington, and the Yakima Indian Nation. The October 19, 1999 letter was sent to the Snoqualmie, Muckleshoot, and Yakima.



STATE OF WASHINGTON

DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT  
Office of Archaeology and Historic Preservation

420 Golf Club Road SE, Suite 201, Lacey • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 407-0752  
Fax Number (360) 407-6217

February 12, 1999

Ms. Lorelei Hudson  
Northwest Archaeological Associates  
5416 1/2 20<sup>th</sup> Avenue NW  
Seattle, Washington 98107

In future correspondence please refer to:

Log: 031898-01-FHWA

Re: Southeast Issaquah Bypass, Site 17-  
66 Determination of Eligibility

Dear Ms. Hudson:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced property in Issaquah. From your letter, I understand that Site 17-66 is within the area of potential effect of the proposed Southeast Issaquah Bypass.

In response, I concur with your determination that this site is not eligible for listing in the National Register of Historic Places. Although over fifty years in age, the site does not exhibit significant associations meeting National Register criteria. As a result of concurrence, further contact with OAHP about the effects of the bypass on this site is not necessary. However, should additional information come to light or should ground disturbance reveal archaeological resources, it is recommended that consultation should be resumed.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me at 360-407-0766.

Sincerely,

Gregory Griffith  
Comprehensive Planning Specialist

GAG

Cc: Sandie Turner

Page 2  
March 26, 1998  
Mr. David Hansen

RECEIVED

MAR 27 1998

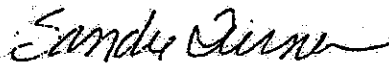
Arkansas  
Historic Preservation

Please indicate your concurrence in these determinations by signing and returning one copy of the form to my office.

The last recorded site, 19-51 The White Swan Inn was determined eligible under Criterion A. (Received your concurrence March 20, 1998).

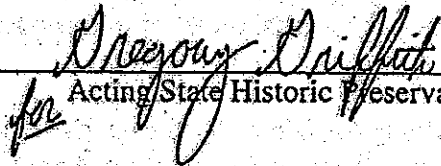
If you need further information, please call me at 705-7493.

Sincerely,



SANDIE TURNER  
Cultural Resources / Contracts Manager

Concur:



for Acting State Historic Preservation Officer

4/2/98

Date

Enclosures

cc: Dean Torkko, NW Region



**Washington State  
Department of Transportation**  
Sid Morrison  
Secretary of Transportation

Transportation Building  
P.O. Box 47300  
Olympia, WA 98504-7300

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MAR 27 1998

ARCHAEOLOGY  
HISTORIC PRESERVATION

March 26, 1998

Mr. David Hansen  
Acting State Historic Preservation Officer  
Office of Archaeology and Historic Preservation  
MS-8343  
Olympia, Washington 98504-8343

RE: King County, SR 90 Sunset I/C  
South Sammamish Plateau Access Rd  
DETERMINATION OF ELIGIBILITY

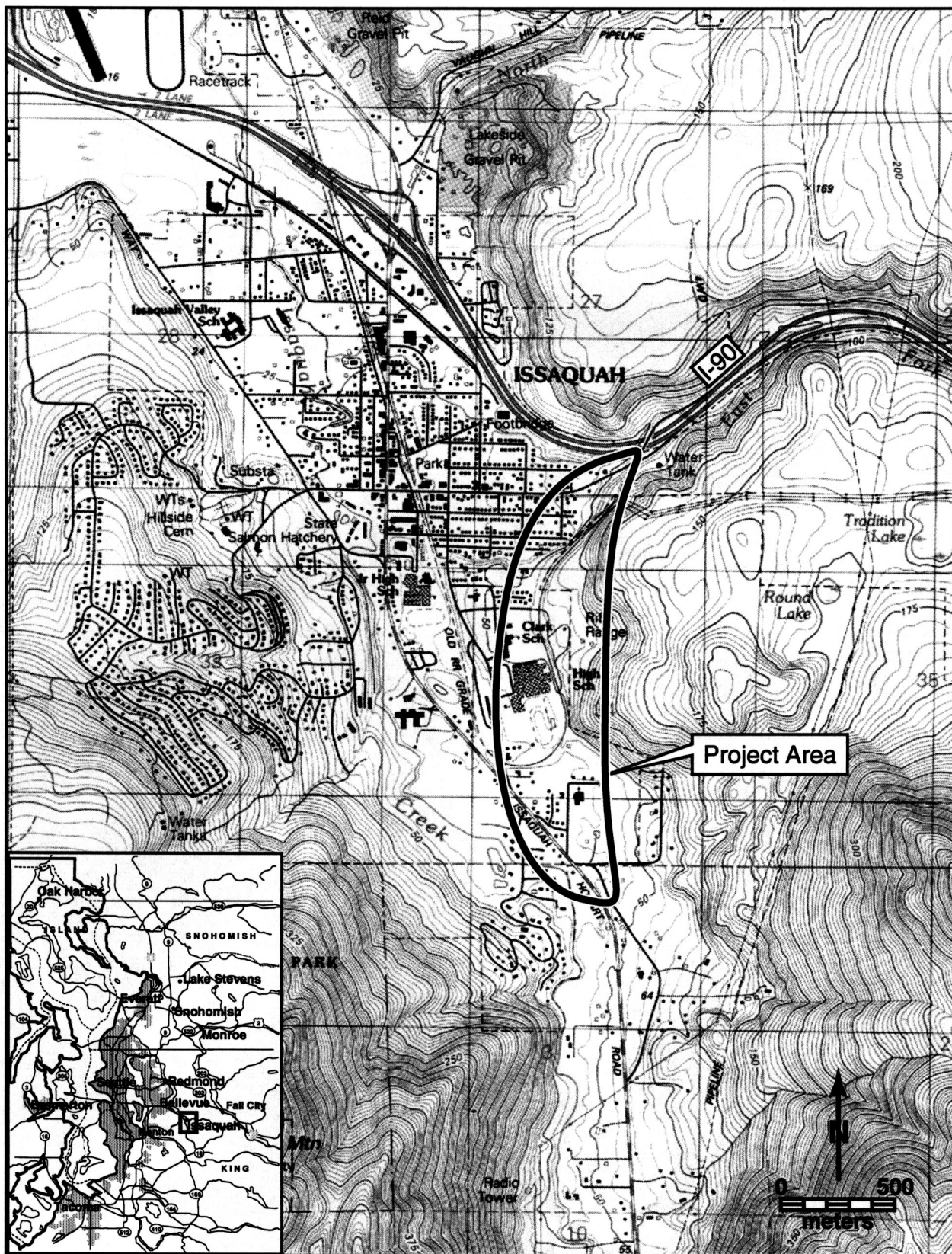
Dear Mr. Hansen:

In accordance with the provisions of 36 CFR 800, we are continuing coordination for the project identified above. Enclosed is the Final Historical, Archaeological and Cultural Resources Technical Report. Based on the enclosed report and previous reports, we are seeking your concurrence that the following sites do not appear eligible for listing on the National Register of Historic Places (NRHP):

Site 45-KI-451 is a segment of railroad grade which is now part of the High Point trail between High Point and Issaquah. It was constructed in 1888. The railroad tracks and ties, as well as the trestle, have been removed. Other segments of the railroad have been recommended as eligible and in some cases nominated to the NRHP in the past, and none have been determined eligible.

Site 45-KI-452 consist of three features located on the lower north slope of Tiger Mountain south of I-90. These structures represent remains of the historic Gilman Water System which began in 1893. Due to incompleteness, the structures remaining are not representative of the entire water system which included a round water tank and other structures now removed. Owing to this incompleteness, it is unlikely that the site would be considered eligible for listing on the NRHP.

Site 45-KI-453 is a foundation located on a bench above the right bank of the East Fork Issaquah Creek and below the railroad grade. It was built in 1955, razed in 1968 during expansion of the freeway. Because the house is less than 50 years old, has no outstanding features or historical significance, and no longer retains integrity, it is not considered eligible for NRHP.



Southeast Issaquah Bypass project area (USGS Bellevue South, WA, 7.5' x15' Quad., 1983, metric.)



# Northwest Archaeological Associates, Inc.

Cultural Resources Management Services

5416 1/2 20th Avenue NW Seattle, WA 98107

Tel: (206) 781-1909 Fax: (206) 781-0154 Email: [nwarch@jetcity.com](mailto:nwarch@jetcity.com)

October 19, 1999

Chairman John Daniels, Jr.  
Muckleshoot Tribal Council  
39015 172<sup>nd</sup> Avenue SE  
Auburn, WA 98002

Re: Southeast Issaquah Bypass

Dear Chairman Daniels and Councilmembers,

In January 1997, Northwest Archaeological Associates, Inc. (NWAA) contacted the Muckleshoot Tribe about the Southeast Issaquah Bypass project and our task of conducting the cultural resources investigations. At that time we explained that NWAA was retained by Parsons Brinckerhoff, on behalf of the City of Issaquah, to carry out this study, as well as two related projects: the South Sammamish Plateau Access Road and Sunset Interchange Modifications (South SPAR) and the North Sammamish Plateau Access Road (North SPAR). Each of these projects is in a different phase of the National Environmental Policy Act (NEPA) and/or State Environmental Policy Act (SEPA) process. The SE Issaquah Bypass technical reports were completed last fall and are currently being updated, while the draft environmental impact statement is scheduled for completion by the spring of 2000.

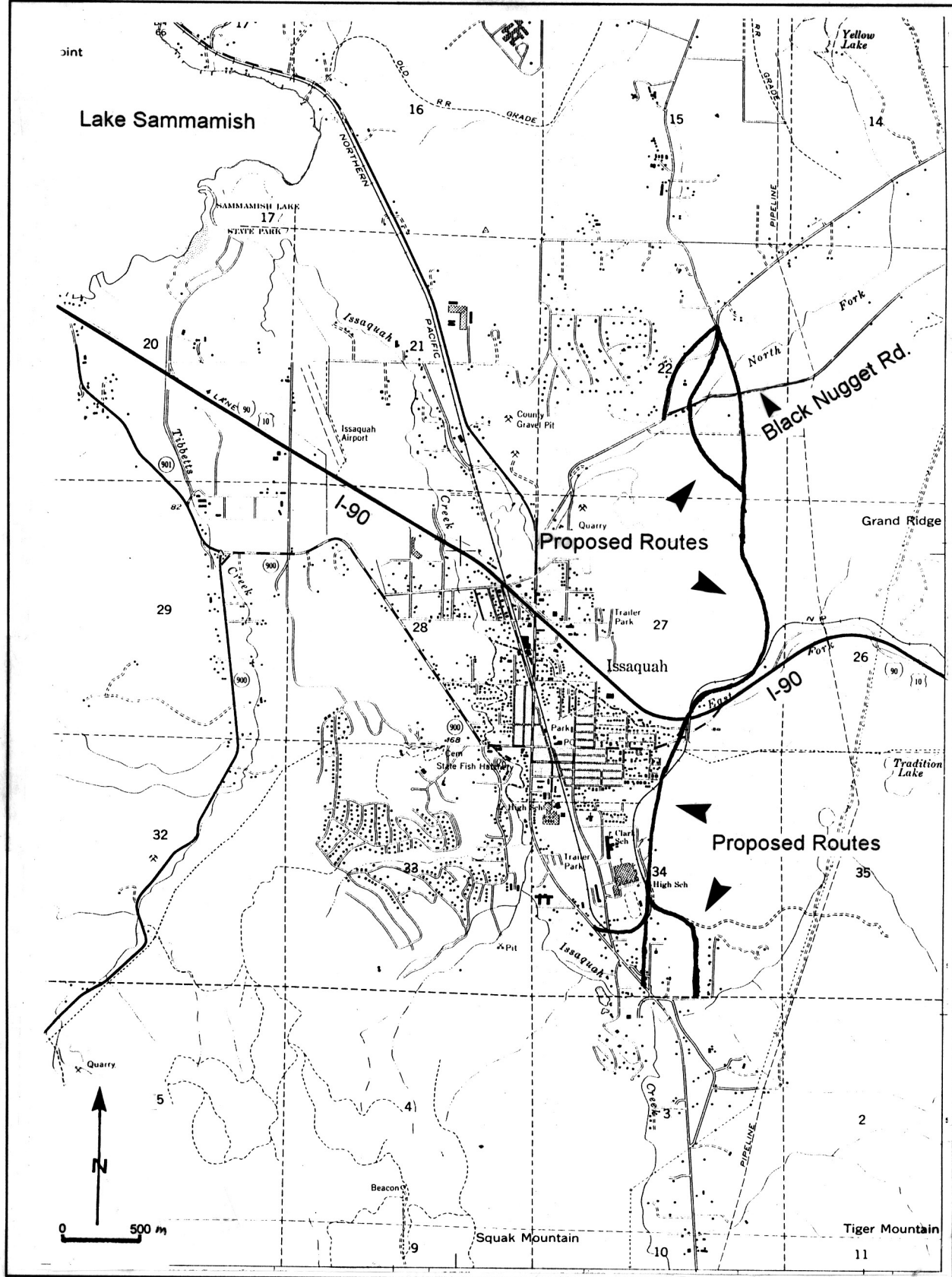
For your information, records at the Washington Office of Archaeology and Historic Preservation (OAHP) showed no archaeological sites for the SE Issaquah Bypass, although two historic properties, the Issaquah Sportsman's Clubhouse and White Swan Inn are within the project area. NWAA recorded two additional historical archaeological sites along the SE Issaquah Bypass; a segment of the Seattle Lake Shore and Eastern Railroad grade 45-KI-41 and two concrete foundations associated with non-Native American settlement, site number 17-66.

NWAA's work on the SE Issaquah Bypass continues as the city council considers the impacts of the proposed alternatives and decides on a preferred route. Please take this time to review the attached map and let me know if there are locations of concerns or importance to the Muckleshoot people that may be affected by this project. If you have questions, please contact me. Thank you for your attention to this matter and I look forward to hearing from you.

Sincerely,

Lorelea Hudson  
Senior Archaeologist

cc: Walter Pacheco



SPAR Project Area (USGS 7.5' Issaquah, WA., 1950)



SPAR Project Vicinity

# NORTHWEST ARCHAEOLOGICAL ASSOCIATES, INC.

5416½ 20th Avenue NW

Seattle, WA 98107

Phone: 206 781-1909/FAX: 206 781-0154

---

Tribal Council

Snoqualmie Tribe

P.O. Box 280

Carnation, WA. 98014-0280

January 15, 1997

Northwest Archaeological Associates has been retained by Parsons Brinckerhoff to perform a cultural resources study as part of an Environmental Impact Statement for the proposed North SPAR (Sammamish Plateau Access Road), South SPAR and I-90 Sunset Interchange, and Southeast Bypass road improvement project near Issaquah (see attached map). The project area is less than one mile from a portion of a cross-Cascades trail over Snoqualmie Pass that was regularly used by the Snoqualmie and other Puget Sound American Indian groups. At a public meeting for the project held last year, Joseph Mullen, a Snoqualmie tribal member, stated that there are or were American Indian burials on Grand Ridge in the vicinity of Black Nugget Road. If you have any information on this or if there are other areas of importance to the Snoqualmie people in or near the project area, please let us know so that they can be considered in the planning of the project. If you have any questions, please contact me or Lorelea Hudson at the number above. Thank you for your attention to this matter.



Meg Nelson  
Senior Archaeologist

cc: Andy de los Angeles, tribal chairman



**Washington State**  
**Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

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May 8, 2003

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MAY 12 2003

LOCAL PROGRAMS

Dr. Allyson Brooks  
Office of Archaeology and Historic Preservation  
P.O. Box 48343  
Olympia, WA 98504-8343

**City of Issaquah**  
**Southeast Issaquah Bypass**  
**Cultural Resources Determination**  
**(Fed Aid # Unassigned)**  
**OAHP Log # 061598-12-FHWA**  
**OAHP Log # 031898-01-FHWA**

Dear Dr. Brooks:

The City of Issaquah is proposing to construct a new principal arterial in the eastern portion of the City of Issaquah, Washington. Work will include major construction and ground disturbance over a wide geographic area.

Pursuant to compliance with Section 106 of the National Historic Preservation Act and 36 CFR 800, we are continuing consultation for the above referenced project. Our records show that Northwest Archaeological Associates, Inc., on behalf of the city, contacted your office in 1998 and 1999 regarding the Determination of Eligibility for various structures potentially impacted by the proposed project. Your office responded on June 15, 1998 and again on February 12, 1999 on the DOEs. During project development the city had a Cultural Resource Survey prepared for the project by Northwest Archaeological Associates, Inc., dated August 26, 1998. This report was included in the June 2000 Draft Environmental Impact Statement (DEIS) and subsequently amended on January 10, 2003 to reflect changes in project alternatives. Our Cultural Resource Specialist has reviewed the January 2003 report and concurred with its findings.

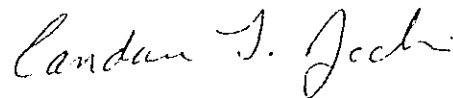
It has come to our attention that although the Area of Potential Effect (APE) for this undertaking was presented to the Yakama Nation, Muckleshoot, Tulalip, and Snoqualmie tribes on January 15, 1997 for comment, it was not sent to the OAHP. Furthermore, subsequent to the above referenced coordination and in response to public input on the DEIS, the alternatives were changed. The South A alignment was modified and a new South C alignment was proposed. As of this date, we have received no correspondence from these tribes on cultural resources issues. Since the initial consultation outlined a fairly large geographic area there is no change in the APE as presented to the tribes. However, because of the length of time since they were contacted we are sending them the most recent information and inviting them to comment.

Dr. Allyson Brooks  
May 8, 2003  
Page 2

At this time we are submitting the January 2003 report for your review and comment. We would also appreciate your evaluation of the project's APE, which we have defined as being the footprint of the six alignments and the adjacent properties as shown in the report. Once the public involvement process has been completed and a Record of Decision (ROD) with the preferred alternative has been issued, WSDOT will submit its determination of effect to the OAHP for concurrence.

We request an expedited review if possible. Please contact me at (360) 705-6975, if you have any questions.

Sincerely,



Candace L. Jochim  
Environmental Engineer  
Highways & Local Programs Division

CLJ:ac  
Enclosures

cc: Dave Scott, Northwest Region Local Programs, MS NB82-121  
Elizabeth Healy, FHWA, MS 40943  
Sandie Turner, WSDOT EAO Cultural Affairs, MS 47332



**Washington State  
Department of Transportation**

**Douglas B. MacDonald**  
Secretary of Transportation

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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

May 8, 2003

The Honorable Joseph O. Mullen  
Chairman  
Snoqualmie Tribe  
PO Box 670  
Fall City, WA 98024

City of Issaquah  
Southeast Issaquah Bypass  
Cultural Resources Determination

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LOCAL PROGRAMS

Dear Chairman Mullen and Council Members:

The City of Issaquah is proposing to construct a new principal arterial in the eastern portion of the City of Issaquah, Washington. Work will include major construction and ground disturbance over a wide geographic area.

Pursuant to compliance with Section 106 of the National Historic Preservation Act and 36 CFR 800, we are continuing consultation for this project. Our records show that Northwest Archaeological Associates, Inc., on behalf of the City of Issaquah, contacted the Snoqualmie Tribe on January 15, 1997 and again on October 19, 1999 regarding this project. A Cultural Resource Survey was prepared for the project by Northwest Archaeological Associates, Inc. and included in the June 2000 Draft Environmental Impact Statement (DEIS) which was sent to the Tribe for review. The report was amended on January 10, 2003 to reflect subsequent changes in project alternatives.

The Area of Potential Effect (APE) for this undertaking, as presented to the Tribe in 1997, outlined a fairly large geographic area. Although there has been some modification to the alternatives since that time (the South "A" alignment was modified and a new South "C" alignment was proposed) the general APE has not changed. At this time the APE is more specifically defined as being the footprint of the six alignments and the adjacent properties as shown on the maps included in the report. Because of the length of time since the Tribe was last contacted, we are sending you a copy of the most recent cultural resources report and inviting you to comment.

The actual project impacts cannot be determined until the public involvement process has been completed and a Record of Decision (ROD) with the preferred alternative has been issued. At that time WSDOT will submit its determination of effect to the OAHF for concurrence.

Your response to this letter acknowledging your interest in participating in this undertaking as a consulting party would be greatly appreciated. In order to complete the project development process in a timely manner, we request that you provide a response by June 6, 2003 identifying any Traditional Cultural Properties or other issues of concern. A request for review of the January 2003 report was also sent to the Office of Archaeology and Historic Preservation on May 8, 2003.

If you have any questions, please contact me at (360) 705-6975.

Sincerely,

Candace L. Jochim  
Environmental Engineer  
Highways & Local Programs Division

CLJ:ac

Enclosure

cc: Dave Scott, NW Region Local Programs, MS NB82-121



**Washington State  
Department of Transportation**

**Douglas B. MacDonald**  
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www.wsdot.wa.gov

May 8, 2003

Hank Gobin  
Manager Cultural Resources  
Tulalip Tribes  
6700 Totem Beach Road  
Marysville, WA 98270-9694

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**MAY 12 2003**

**LOCAL PROGRAMS**

**City of Issaquah  
Southeast Issaquah Bypass  
Cultural Resources Determination**

Dear Mr. Gobin:

The City of Issaquah is proposing to construct a new principal arterial in the eastern portion of the City of Issaquah, Washington. Work will include major construction and ground disturbance over a wide geographic area.

Pursuant to compliance with Section 106 of the National Historic Preservation Act and 36 CFR 800, we are continuing consultation for this project. Our records show that Northwest Archaeological Associates, Inc., on behalf of the City of Issaquah, contacted the Tulalip Tribes on January 15, 1997 and again on October 19, 1999 regarding this project. A Cultural Resource Survey was prepared for the project by Northwest Archaeological Associates, Inc. and included in the June 2000 Draft Environmental Impact Statement (DEIS) which was sent to the Tribe for review. The report was amended on January 10, 2003 to reflect subsequent changes in project alternatives.

The Area of Potential Effect (APE) for this undertaking, as presented to the Tribe in 1997, outlined a fairly large geographic area. Although there has been some modification to the alternatives since that time (the South "A" alignment was modified and a new South "C" alignment was proposed) the general APE has not changed. At this time the APE is more specifically defined as being the footprint of the six alignments and the adjacent properties as shown on the maps included in the report. Because of the length of time since the Tribe was last contacted, we are sending you maps of the current alternatives for your review and comment. Please advise us if you would like a copy of the most recent cultural resources report.

The actual project impacts cannot be determined until the public involvement process has been completed and a Record of Decision (ROD) with the preferred alternative has been issued. At that time WSDOT will submit its determination of effect to the OAHF for concurrence.

Your response to this letter acknowledging your interest in participating in this undertaking as a consulting party would be greatly appreciated. In order to complete the project development process in a timely manner, we request that you provide a response by June 6, 2003 identifying any Traditional Cultural Properties or other issues of concern. A request for review of the January 2003 report was also sent to the Office of Archaeology and Historic Preservation on May 8, 2003.

If you have any questions, please contact me at (360) 705-6975.

Sincerely,

Candace L. Jochim  
Environmental Engineer  
Highways & Local Programs Division

CLJ:ac  
Enclosure

cc: Dave Scott, NW Region Local Programs, MS NB82-121  
Elizabeth Healy, FHWA, MS 40943



Cultural Resources Department

ʔalalʔtx

6410 - 23rd Avenue N.E.

Tulalip, WA 98271-9694

(360) 651-3300

FAX (360) 651-3312

The Tulalip Tribes are the successors in interest to the Snohomish, Snoqualmie, and Skykomish tribes and other tribes and band signatory to the Treaty of Point Elliott

May 13, 2003

Ms. Candace L Jochim  
Environmental Engineer  
Highways & Local Program Division  
310 Maple Park Avenue S.E.  
Olympia, WA 98504-7300

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MAY 14 2003

OLYMPIA WA

RECEIVED

MAY 20 2003

LOCAL PROGRAMS

Dear Ms. Jochim:

This is in response to your letter dated May 8, 2003 on your proposed construction of a new principal arterial in the eastern portion of the City of Issaquah, Washington.

You will find our standard SOP's below concerning cultural sights.

Also any reports of cultural assessments that have been done we would like to have a copy for our files and review.

1. Cultural Resources Office will be the point of contact for this project.
2. We would ask that before any major construction be done at the project site:

That you do a cultural and archaeological assessment before any work begins no matter how big or small the project.

3. Whatever is being proposed that it does not adversely effect the natural resources in that area such as: timber, floral, faunas, i.e., adjacent to rivers and streams.
4. Ethno botany, i.e., plants indigenous to the Puget Sound (pre-contact). We would like to see more time given to identifying

indigenous plants @ project sites. To begin developing a profile of what types of plants that are still in existence that was indigenous to the environment, and after construction that any replanting is done with indigenous plants of the area.

5. To protect our water resources and fisheries.
6. That you only contact tribal representatives that are federally recognized, and that representatives have tribal jurisdiction in the area of your work project.

These SOP's should serve as our basic concerns when it comes to buildings and development projects in Snohomish, King and Island County.

We appreciate the opportunity of working with you on this project. This office would like to do periodic site visitations as the project progresses. Thank you for contacting our office.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Hank Gobin".

Hank Gobin,

Cultural Resources Manager



**Washington State  
Department of Transportation**

**Douglas B. MacDonald**  
Secretary of Transportation

**Transportation Building**

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May 19, 2003

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LOCAL PROGRAMS

Hank Gobin  
Cultural Resources Manager  
The Tulalip Tribes  
6410 23<sup>rd</sup> Ave. NE  
Tulalip, WA 98271-9694

**City of Issaquah  
Southeast Issaquah Bypass  
Cultural Resources Report**

Dear Mr. Gobin:

Thank you for your response to our May 8th letter requesting the Tulalip Tribe's participation as a consulting party in this undertaking. As requested, we are forwarding a copy of the Cultural Resources Technical Report prepared by Northwest Archaeological Associates, Inc. for your review and files. We look forward to receiving any comments you may have. In order to complete the project development process in a timely manner, we request that you provide a response by June 20, 2003 identifying any Traditional Cultural Properties or other issues of concern.

If you have any questions, please contact me at (360) 705-6975.

Sincerely,

Candace L. Jochim  
Environmental Engineer  
Highways & Local Programs Division

CLJ:ac  
Enclosure

cc: Dave Scott, NW Region Local Programs, MS NB82-121  
Elizabeth Healy, FHWA, MS 40943  
Sandie Turner, WSDOT EAO Cultural Affairs, MS 47332

ISQ BYPASS



STATE OF WASHINGTON  
OFFICE OF COMMUNITY DEVELOPMENT  
OFFICE OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501  
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343  
Phone (360) 586-3065 FAX (360) 586-3067 Web Site: [www.oahp.wa.gov](http://www.oahp.wa.gov)

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JUN 03 2003

LOCAL PROGRAMS

May 30, 2003

Ms. Candace L. Jochim  
Highways & Local Programs Division  
Washington State Department of Transportation  
P.O. Box 47300  
Olympia, Washington 98504-7300

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JUN 2 2003

OLYMPIA, WA

In future correspondence please refer to:

Log: 053003-01-FHWA

Property: City of Issaquah Southeast Bypass Cultural Resources Determination

Re: Area of Potential Effect and Determination of Eligibility for the National Register of Historic Places

Dear Ms. Jochim:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP). The above referenced property has been reviewed on behalf of the State Historic Preservation Officer under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. My review is based upon documentation contained in your communication.

In response, I concur with your determination of the revised Area of Potential Effect (APE) for this project, recognizing that new alternatives have been evaluated since our last communication on this project. I also concur that the Campbell House at 24410 SE 103<sup>rd</sup> Street in Issaquah is ELIGIBLE for the National Register of Historic Places under criterion C as a good and intact example of early 20<sup>th</sup> century vernacular residential architecture. It is also potentially eligible under criterion A for its association with the Campbell family, early inhabitants of the Issaquah area and with close ties to it's resource based industries. As you are aware, the Issaquah Sportsmen's Club is already listed in the National Register (see OAHP Log 061598-12-FHWA) as well as designated a King County Landmark. The White Swan Inn has previously been determined eligible for the National Register (see OAHP Log 031898-01-FHWA).

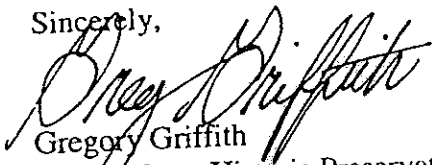
In view of the presence of National Register listed and eligible resources within the APE, I recommend that the selected Bypass alternative avoid adverse effects to these properties. I am particularly concerned about effects upon the Sportmen's Club, its setting, and the building's spatial relationship with the range. If adverse effects cannot be avoided, I recommend that a memorandum of agreement (MOA) be executed between the SHPO, FHWA, and interested members of the public. The MOA should identify specific measures to help mitigate the adverse effects of the action on National Register listed or eligible resources.

Ms. Candace L. Jochim  
May 30, 2003  
Page Two

We would also appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

Thank you for the opportunity to review and comment. Should you have any questions please feel free to contact me at 586-3073 or [gregg@cted.wa.gov](mailto:gregg@cted.wa.gov).

Sincerely,



Gregory Griffith  
Deputy State Historic Preservation Officer

Cc: Eric Erickson  
Julie Koler

## **Determination of Effect**

## DETERMINATION OF EFFECT

**PROJECT:** Southeast Issaquah Bypass  
Issaquah, Washington

**RESOURCE:** Issaquah Sportsmen's Clubhouse  
23600 SE Evans Street  
Issaquah, WA 98027

---

### Description of Resource

The Issaquah Sportsmen's Clubhouse is located just outside the city limits of Issaquah at the base of Tiger Mountain in a young fir forest (Figure 1). In 1997 the King County Landmarks and Heritage Commission designated the Issaquah Sportsmen's Clubhouse a King County Landmark and in 1998, was placed on the Washington Heritage Register and listed in the National Register of Historic Places (NRHP). The clubhouse was eligible under Criterion C, based on its architectural style as the best preserved, most intact example of a Rustic-style, New Deal-era community building in the Issaquah area and under Criterion A, based on its association with the broad themes of recreation and government. A rifle and pistol range near the clubhouse is operated by the Issaquah Sportsmen's Club and but is not part of the NRHP property.

The Clubhouse is on a level graded site which drops off to the west and the facade faces south. There is little vegetation near the building because the area is graveled. The Clubhouse was constructed on a site approximately 183 meters (600 feet) south of the current location, and was moved to the current site in 1993 to allow redevelopment of the original site for playfields.

The one-story Clubhouse is built in a vernacular rustic style (see attached King County Landmark Registration form). The building sits on grade on a concrete slab foundation and was constructed in two phases. The first was a rectangular hall with a side gable roof built by the Depression-era Works Progress Administration (WPA) in 1937 (Figure 2). The second phase, a rear shed-roof addition extending the full width of the building, was built in the late 1940s to provide restrooms and utility rooms. When the Clubhouse was relocated, the shed addition was completely rebuilt because it lacked integrity to be moved and to meet current building codes (Figure 3). Log siding was salvaged and reused on the new addition, integrating it with the original building.

The building is 12.2 meters x 9.85 meters (40 feet x 32 feet 4 inches) and is constructed of vertical half-logs averaging 0.2 meters (8 inches) in width. These logs are staggered, with the flat face turned into the wall, creating a structural feature of the building. A standing-seam metal roof covers the entire building although the main section was originally covered in long, hand split shakes. These shakes remain under the metal roof. A 6.4 meter (21 feet) wide front porch, with a prominent projecting gable roof, dominates the facade. The porch roof is supported by two peeled logs. The porch floor is concrete, as the original was, with a slight slope to provide barrier-free access. The original 1.2 meter (4 feet) wide front door is centered under the porch. Flanking the door is two pairs of three-light removable windows. The windows are protected by solid wooden exterior shutters which hang on original hinges.

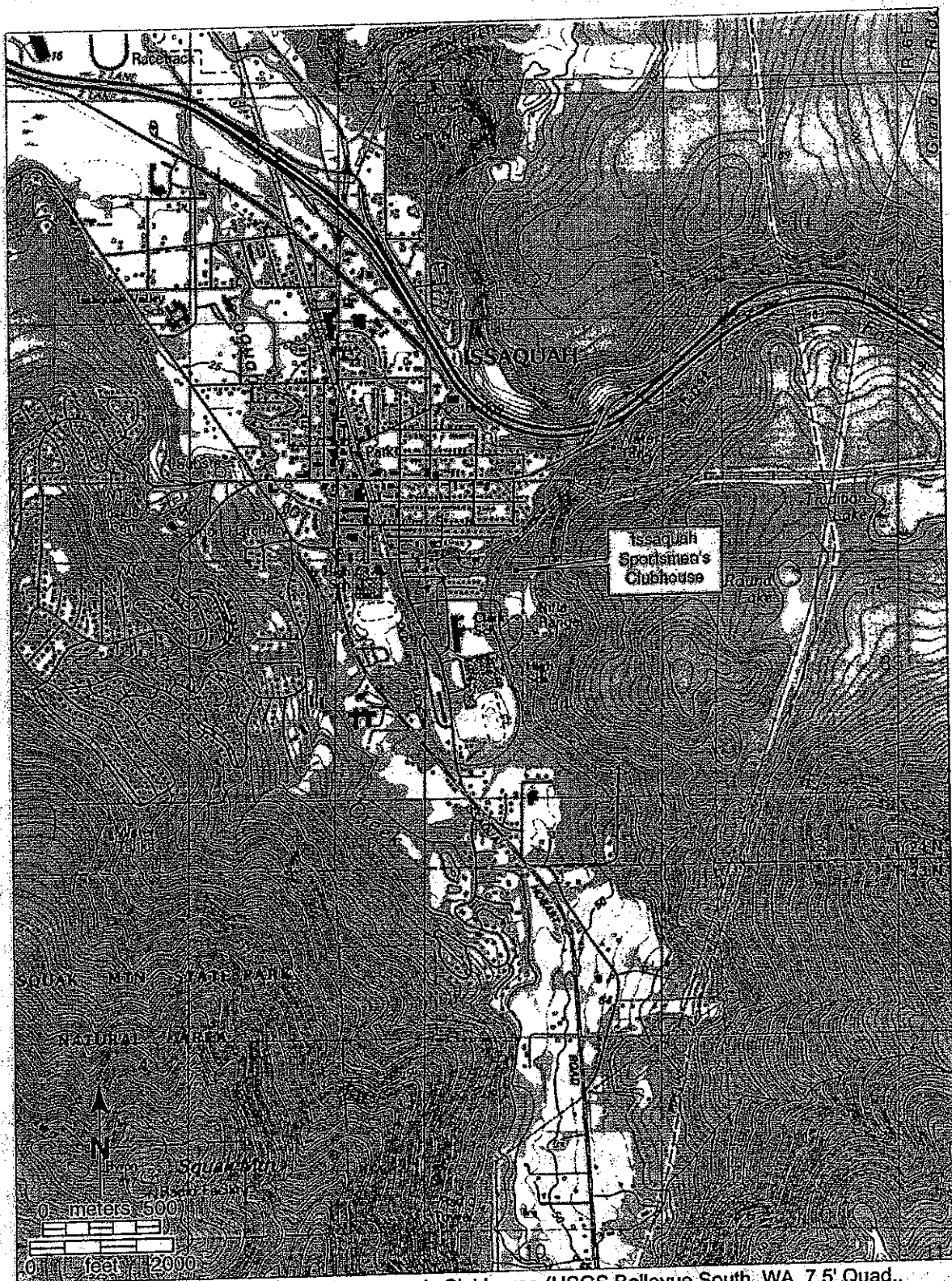


Figure 1. Location of the Issaquah Sportsmen's Clubhouse (USGS Bellevue South, WA, 7.5' Quad., 1983).

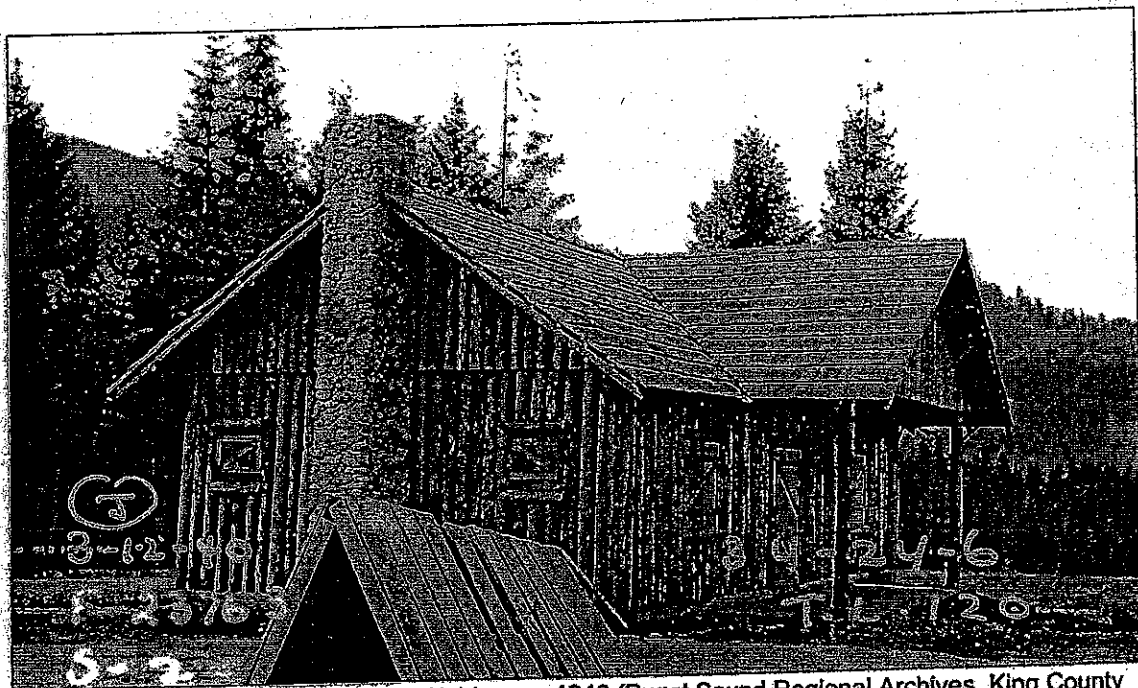


Figure 2. The Issaquah Sportsmen's Clubhouse, 1940 (Puget Sound Regional Archives, King County property card files, 1940).

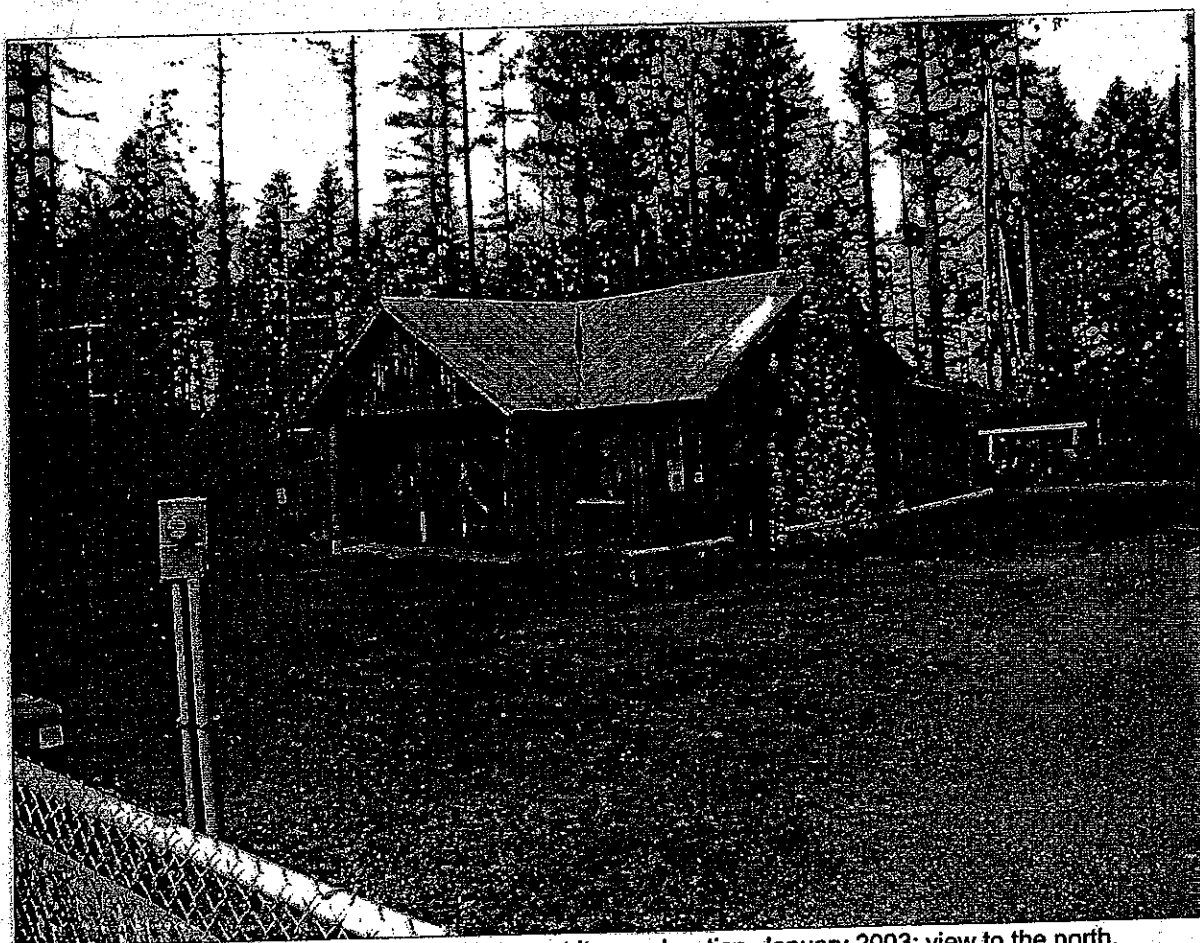


Figure 3. The Issaquah Sportsmen's Clubhouse at its new location, January 2003; view to the north.

A masonry endwall chimney, measuring 2.4 meters (8 feet) at the base, rises through the gable on the east side of the building. The present chimney was reconstructed following the relocation of the building using stones from the site. The chimney is flanked by small six-light casement windows covered with solid wood exterior shutters. A second, smaller chimney on the west gable end was removed in the course of the move. This chimney did not have a corresponding fireplace inside, but was used for a period of time with a woodstove.

In its original location, the Sportsmen's Clubhouse was closely associated with a rifle and pistol range, a trap (shotgun) range, and three small structures. At the same time that the clubhouse was moved to its new site, the size of the rifle and pistol range was reduced, and the range's back wall was moved up the hill approximately 45.72 meters (150 feet) from its original site. The original location of the rifle and pistol range is still marked by a concrete foundation located adjacent to the original location of the clubhouse. The trap range was permanently closed when the clubhouse was moved. Two associated structures, a range control building and a covered shooting shed, built in the 1960s, were modified when the rifle and pistol range was reduced in size. These structures, however, continue to function in association with the range. The other outbuilding is a caretaker's house built in 1938, which remains in use in its original location. None of these outbuildings is considered a contributing resource.

---

### **Description of Proposed Project**

The project proposes a new bypass arterial connecting the I-90 Sunset Interchange to the Issaquah-Hobart Road in southeast Issaquah. The northern portion of the project is located in the City of Issaquah, and the southern portion is in unincorporated King County. The proposed bypass would be an approximately 2 kilometers (1.25 miles) long multi-lane road with through-lanes and turn-lane channelization. The new arterial would be located along one of six build alternatives (Figure 4).

The six build alternatives include three alignment options in the northern part of the project (North A, B, and C), and two alignment options in the south part of the project (South A and C). The three north alignments extend south from the Sunset Way Interchange to Issaquah High School. The North A alignment is routed between the Issaquah High School building and its adjacent athletic field along an abandoned railroad grade. The North B alignment is routed between the school athletic field and the Issaquah Sportsmen's Club rifle and pistol range, passing east of the Clubhouse. The South A alignment extends south from Issaquah High School and is routed adjacent to the existing 6<sup>th</sup> Avenue SE. The South C alignment extends southwest, south of the high school athletic field, along the route of an abandoned railroad grade to 2<sup>nd</sup> Avenue SE and Front Street.

The six proposed build alternatives are based on various combinations of the north and south alignments, as follows:

- Alternative 1: North A and South A alignments
- Alternative 2: North A and South C alignments
- Alternative 3: North B and South A alignments
- Alternative 4: North B and South C alignments
- Alternative 5: North C and South A alignments
- Alternative 6: North C and South C alignments

The proposed bypass would consist of two travel lanes in each direction and a bike lane, curb, gutter, and sidewalk on each side. In addition, five or six stormwater detention pond locations are associated with each alternative.

Under the No Action Alternative 7, the Southeast Issaquah Bypass would not be constructed.

---

### Criteria of Effect

Does, or may, the proposed project cause any change, whether beneficial or adverse, in the quality of the historical architectural, archaeological, or cultural character that qualifies the property under the National Register Criteria? Yes.

---

### Criteria of Adverse Effect

A. Destruction or alteration of all or part of a property? Yes.

Although the Issaquah Sportsmen's Clubhouse will not be altered by the proposed project, land surrounding the historic property, and owned by the Club, would be acquired for the project.

B. Isolation from or alteration of its surrounding environment? Yes.

Build alternatives 1, 2, 5, and 6 would not adversely affect the clubhouse, however Alternatives 3 and 4 would adversely effect the Sportsmen's Clubhouse by changing the site's park-like setting, separating the clubhouse from the rifle and gun range, reducing parking, and changing access. These changes alter the setting and feeling and association of this historic property

The northern portions of Alternatives 1 and 2 follow the old railroad grade to the north and west of the clubhouse. At Station 8+628, the roadway cut is 42 meters (138 feet) northwest of the clubhouse and the road center line is 54.5 meters (179 feet) away (Figure 5). This alignment would maintain access between the clubhouse and range and clubhouse parking. Trees would be removed along the bypass corridor, but the park-like setting around the clubhouse would be maintained by creating berms and planting trees, such as Douglas fir, cedar, or alder, and native shrubs. Lighting along the road would also be focused away from the clubhouse and onto the roadway and shoulder.

The northern portions of Alternative 3 and 4 are east of the clubhouse, and the roadway is recessed about 2.5 meters (eight feet) to four meters (13 feet) below grade (Figure 6). Although recessing the road would provide some visual and noise relief, the roadway cut would be only 10 meters (33 feet) from the clubhouse. This boundary would remove most of the parking area adjacent to the clubhouse and would necessitate acquisition of land from the Sportsmen's Club. The roadway would remove the park-like setting along the east boundary of the clubhouse. This change in setting would be minimized by construction of a berm between the clubhouse and bypass and planting native trees and shrubs.

Access to the clubhouse, via SE Evans Street would be maintained within the Alternatives 3 and 4, but direct access between the clubhouse and the rifle and gun range would be eliminated. Activities sponsored by the Sportsmen's Club require moving back and forth

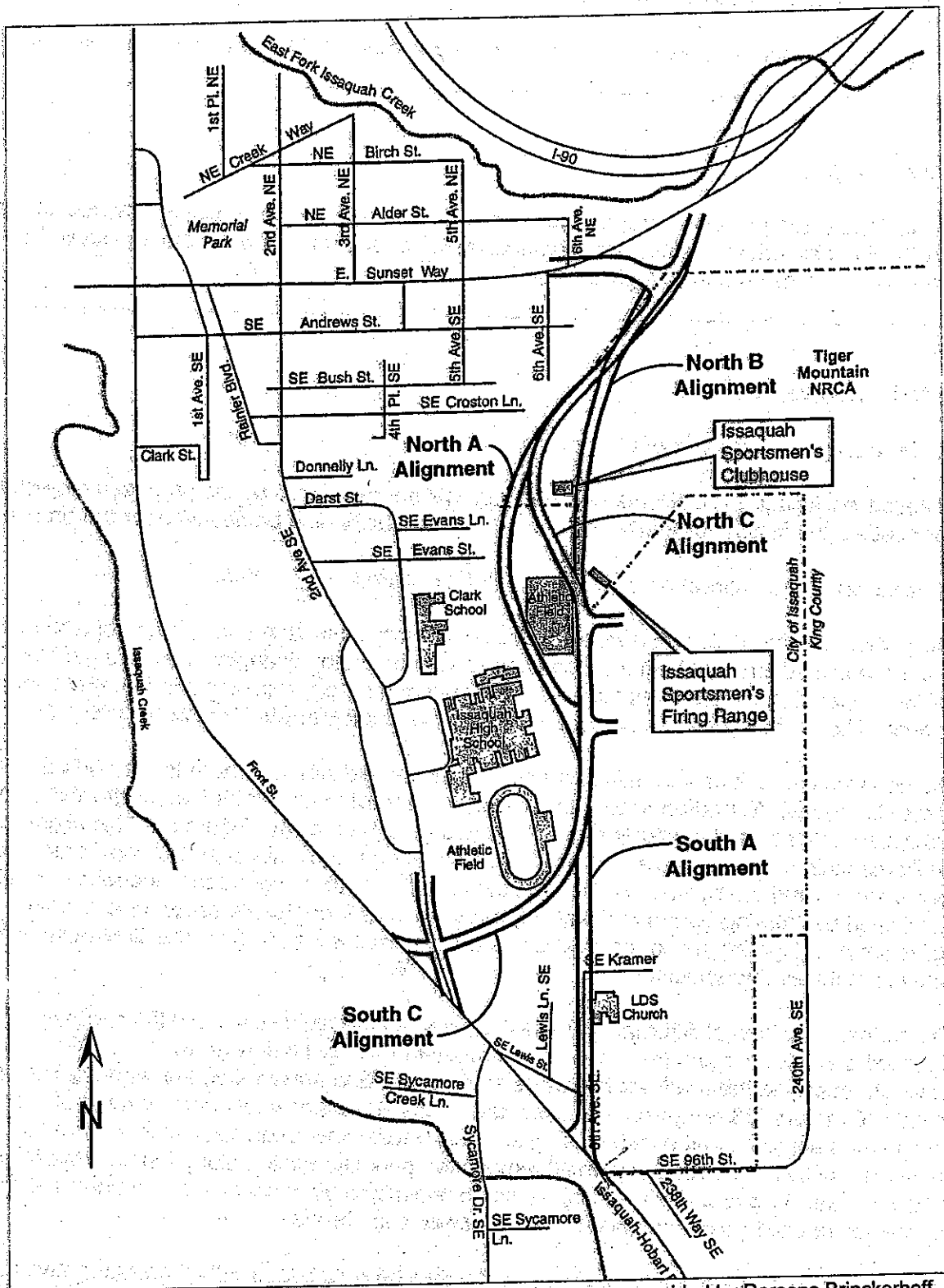


Figure 4. Southeast Issaquah Bypass project alternatives (base map provided by Parsons Brinckerhoff Quade & Douglas, Inc.)

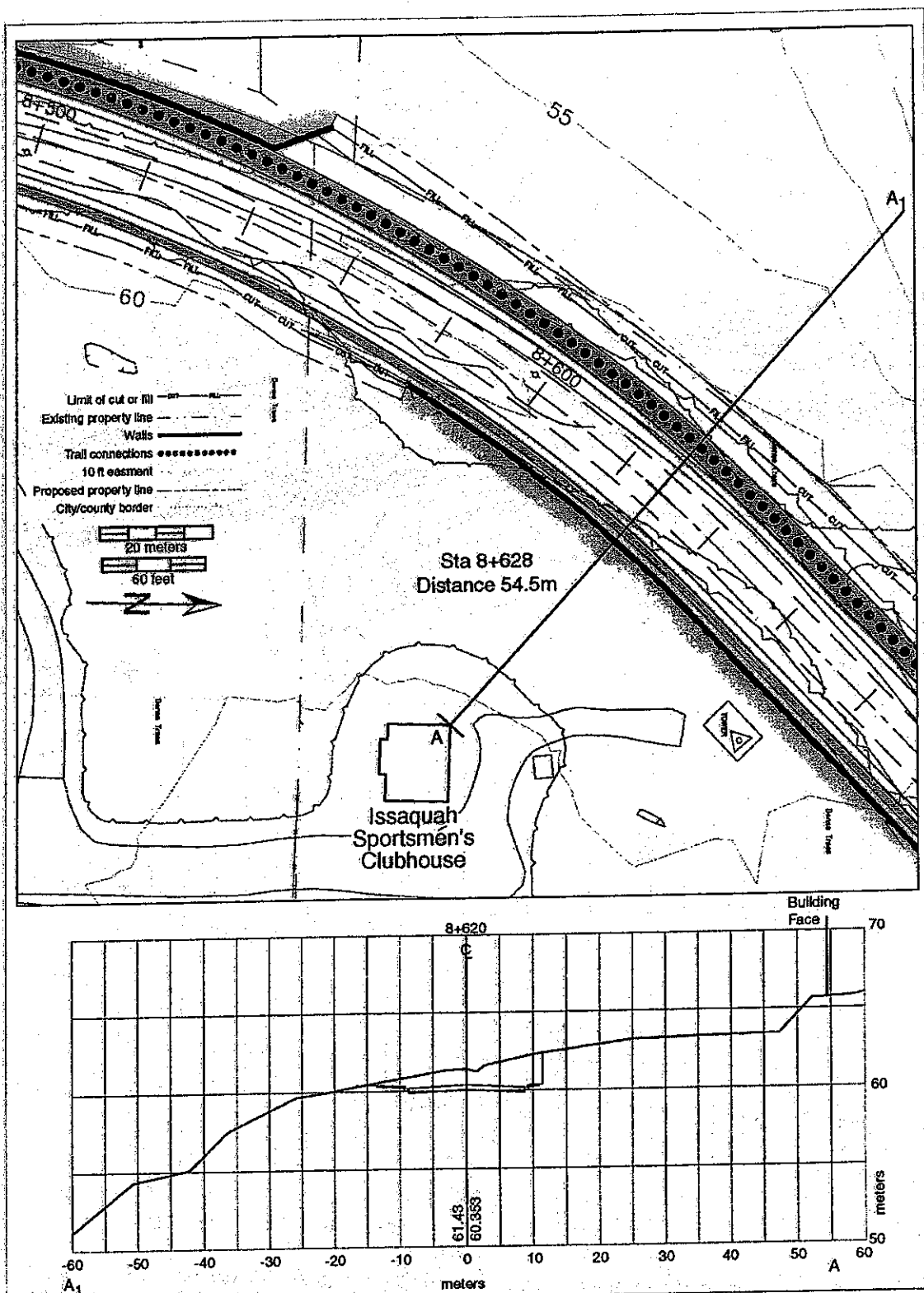


Figure 5. Plan map and profile of Alternatives 1 and 2, northern segment, in relation to the Issaquah Sportsmen's Clubhouse (modified from material provided by Parsons Brinckerhoff Quade & Douglas, Inc., 2002)

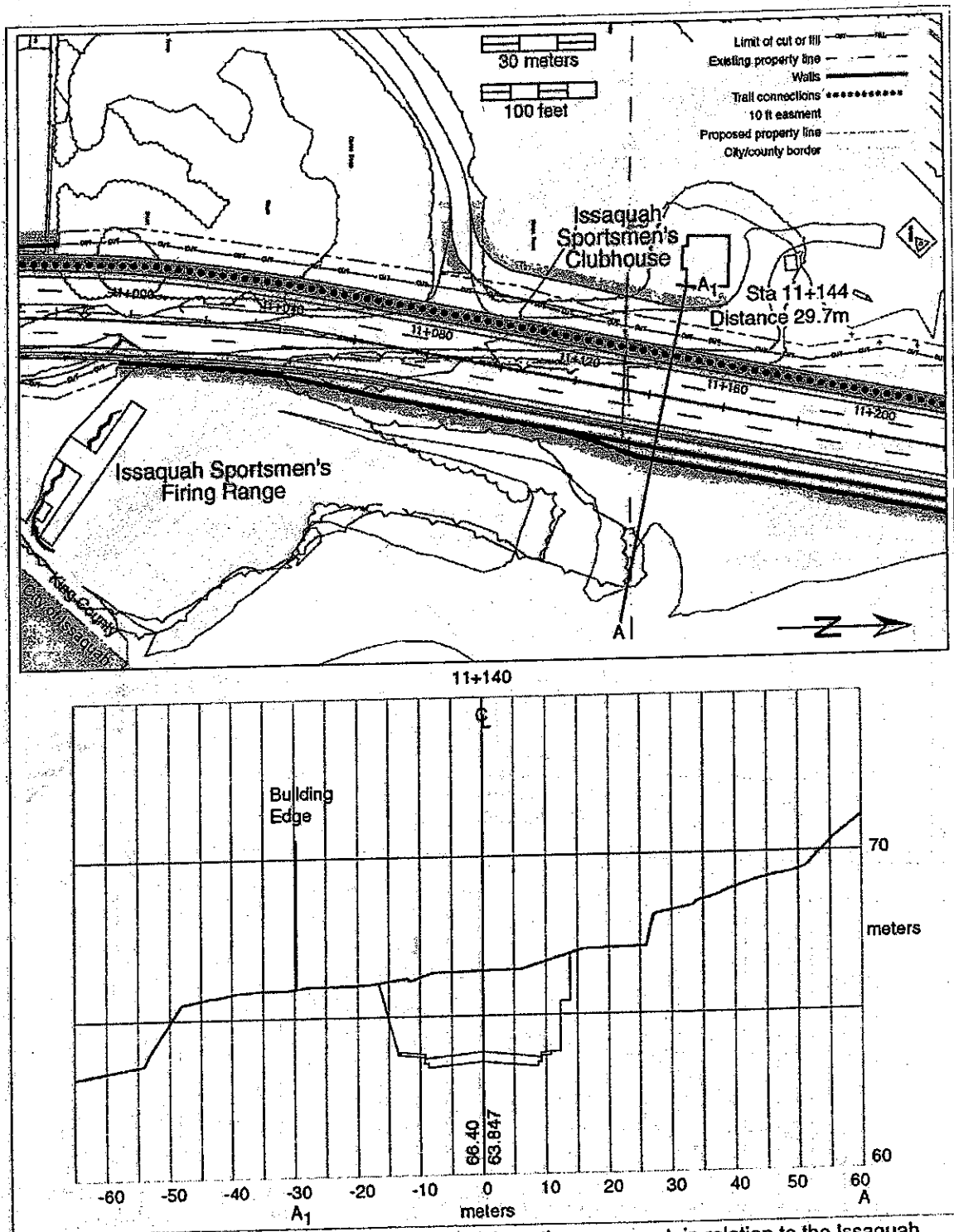


Figure 6. Plan map and profile of Alternatives 3 and 4, northern segment, in relation to the Issaquah Sportsmen's Clubhouse (modified from material provided by Parsons Brinckerhoff Quade & Douglas, Inc., 2002).

between the clubhouse and range. Currently, users are able to walk or drive the 150 meter (492 feet) between the two facilities in minutes. Alternatives 3 and 4 would create a 2.35 kilometer (1.5 mile) trip between the clubhouse and range via city streets and the bypass. Although the range does not contribute to the clubhouse's historical significance, the Sportsmen's Club operates and maintains the facility, and the range is a primary reason for the club. Construction of Alternatives 3 and 4 would change the association of the clubhouse and range, isolating the clubhouse from the range, possibly marginalizing the usefulness of the building which could lead to its abandonment.

The northern segments of Alternatives 5 and 6 are west of the clubhouse. The distance between the clubhouse and the road cut is 22 meters (72 feet) and between the centerline, at Station 8+563, is 38 meters (125 feet) (Figure 7). The association of the clubhouse and rifle and gun range would be under these alternatives, although access to the facilities would change. The affect of Alternatives 5 and 6 would be the same as Alternatives 1 and 2. The park-like setting would be maintained with berms, native tree and shrub plantings, and focused lighting. Alternatives 5 and 6 would remove access to the clubhouse from SE Evans Street, but would replace it with access from the bypass, near the rifle and gun range.

C. Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting.

Visual: Existing views are dominated by forested conditions throughout the proposed project corridor. Much of the project area is covered by mixed evergreen and deciduous trees, and where trees have been displaced, suburban or semi-rural residential development have taken their place. Adjacent to the western portion of the proposed bypass route are existing residential neighborhoods as well as Issaquah High School. Tiger Mountain Resource Conservation Area is to the east.

Views from the Sportsmen's Clubhouse reflect these conditions; vegetation screens view of the surrounding area. Under Alternatives 1, 2, 5, and 6 the proposed bypass would be 22 meters to 42 meters (72 to 138 feet) northwest and 2.5 meters to 6 meters (8 to 20 feet) lower than the clubhouse. The distance and lower elevation, along with the existing vegetation and creating new berms and planting trees, such as Douglas fir, cedar, or alder, and native shrubs would decrease potential visual impacts. Some additional light and glare may be visible from vehicles using the roadway, however, it is likely that this light would only be visible for short periods of time as vehicles pass near the clubhouse. Lighting along the road would also be focused away from the clubhouse and onto the roadway and shoulder. There would be no adverse effect under alternatives 1, 2, 5, and 6.

Alternatives 3 and 4 would be the most visible of the build alternatives, passing 10 meters (33 feet) east of the Sportsmen's Clubhouse. The roadway will also be approximately 2.5 meters (10 feet) below the elevation of the Sportsmen's Clubhouse. Light and glare from vehicles will be visible at times. Although the lower elevation, creating berms and planting trees and shrubs would reduce the visibility of vehicles and the roadway, construction of alternative North B drastically changes the park-like setting and is an adverse effect.

Audible: Noise levels at the Sportsman's clubhouse were not predicted because the clubhouse is not a noise sensitive use. Noise levels under the build alternative would be greater than under the no build alternative; however, a constructive use noise impact would not occur because a quiet setting is not a feature or attribute to the site's historical significance. The clubhouse is associated with and supports, a gun range, which is a generator of high noise

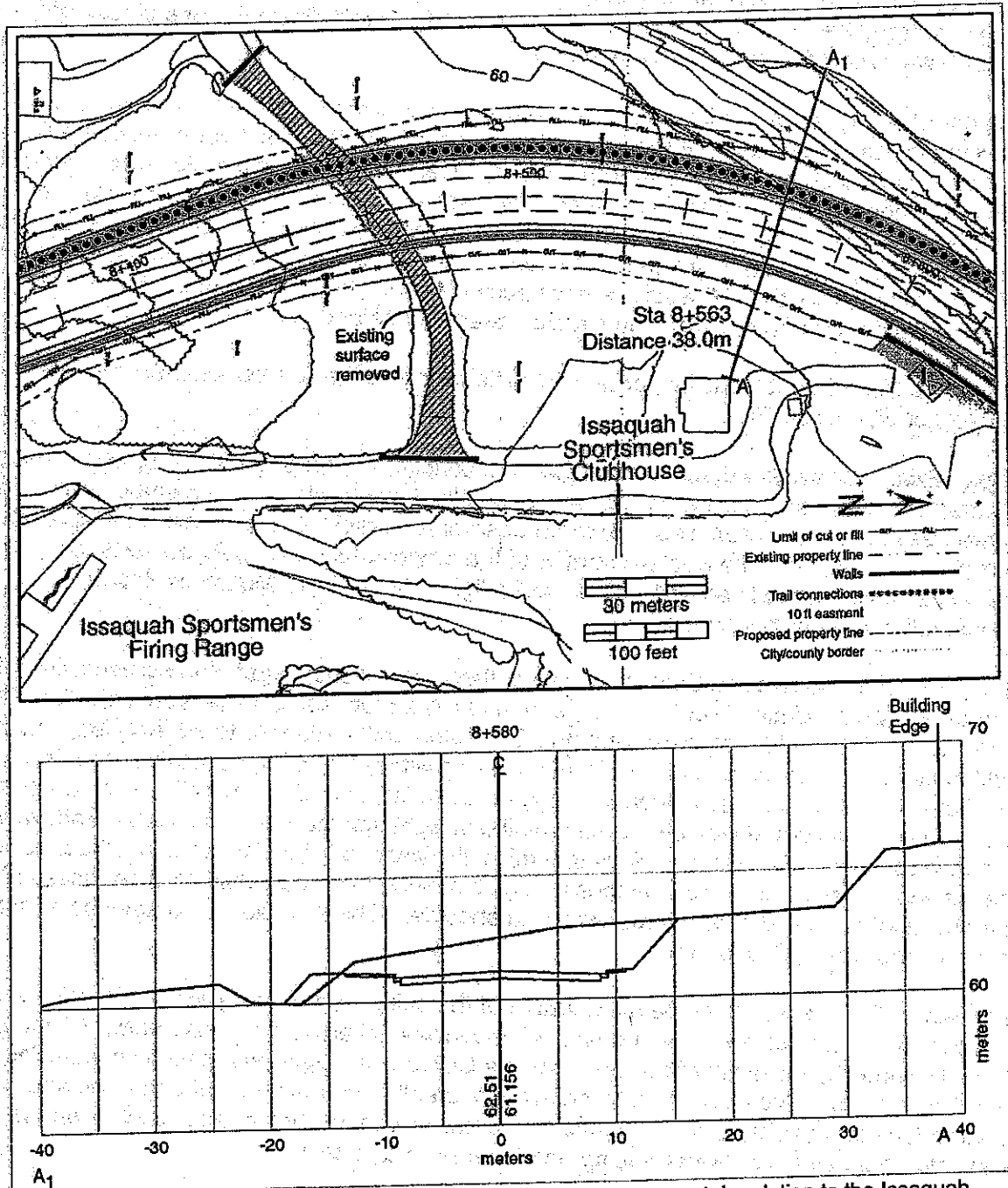


Figure 7. Plan map and profile of Alternatives 5 and 6, northern segment, in relation to the Issaquah Sportsmen's Clubhouse (modified from material provided by Parsons Brinckerhoff Quade & Douglas, Inc., 2002).

levels.

Vibration: Vibration is oscillatory motion that is described in terms of displacement, velocity, and acceleration. Vibration is usually measured as a root-mean-square velocity level  $L_v$ , which is reported in velocity decibels (VdB) referenced to a vibration level of micro inches/second. Humans can perceive vibration levels above approximately 65 VdB. The damage threshold for minor damage to fragile buildings is approximately 100 VdB. The propagation of vibration is very dependent on soil type, but a 5 VdB reduction with doubling of distance is common. Busses and trucks frequently generate approximately 60 VdB at 50 feet. Heavy construction equipment, such as large bulldozers and loaded trucks frequently generate between 85 and 87 VdB at 25 feet (80 to 82 VdB at 50 feet). Because the clubhouse is located approximately 23 meters (75 feet) from the proposed alignment, construction vibration levels are not likely to be greater than 80 Vdb; therefore, property damage caused by the project would be unlikely.

Atmospheric: Future air pollution levels were modeled for the Bypass near the Sportsmen's Clubhouse. No exceedances of the NAAQS were predicted; therefore, no adverse effect on atmospheric conditions would occur.

D. Transfer or sale of federally owned property without adequate considerations or restrictions regarding preservation, maintenance or use.

No.

E. Neglect of a property resulting in its deterioration or destruction.

No.